ANNUAL REPORT

OF THE

BOARD

OF

CANAL COMMISSIONERS

OF

PENNSYLVANIA,

WITH

ACCOMPANYING DOCUMENTS.

Printed by Order of the House of Representatives, Jan. 23, 1843.

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MESSAGE

FROM THE GOVERNOR,

TRANSMITTING THE

ANNUAL REPORT OF THE CANAL COMMISSIONERS.

To the House of Representatives of the Commonwealth of Pennsylvania:

GENTLEMEN:

I have received from the Board of Canal Commissioners their annual report and accompanying documents, giving a view of the works of internal improvement, and the various transactions connected with that subject, for the year ending on the 30th day of November last, which are herewith transmitted.

I regard this document, under existing circumstances, as the most important which it has been my province to communicate since my induction into office, and cannot too earnestly commend its recommendations to your early and careful consideration.

DAVID R. PORTER.

EXECUTIVE CHAMBER,
Harrisburg, Jan. 19, 1843.

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REPORT

OF THE

CANAL COMMISSIONERS.

CANAL COMMISSIONERS' ROOM,
Harrisburg, Jan. 4, 1843.

His Excellency DAVID R. PORTER,
Governor of Pennsylvania:

SIR:—By order of the Board of Canal Commissioners, I have the honor of transmitting to you their annual report, for the year ending 30th of November, 1842, together with the accompanying documents.

I have the honor to be, very respectfully,
Your most obedient servant,
JOHN B. BUTLER.

The Canal Commissioners respectfully submit the following report, on the condition of the several lines of canal and railroad in Pennsylvania, under their charge:

At the time of making their last annual report, the Canal Commissioners had every reason to anticipate an increase of business upon our improvements. Subsequently however to the publication of that report, and before the period for commencing business last spring, it was found that the depression in the trade and commerce of the country continued to increase, which has diminished, and much embarrassed the mercantile operations of the community, and disappointed the hopes which were then entertained. This may be ascribed to the disordered state of the currency and exchanges, which must necessarily and inevitably have a deleterious influence, by limiting and curtailing the trade and intercourse between our eastern commercial cities and the manufacturing cities and towns of the west.

The cities of Philadelphia and Pittsburg in an especial manner have, in every department of their business, experienced the effects of this derangement, and depending, as the trade and business of the main lines of our improvements do, upon the successful enterprize and prosperous efforts of those cities, the diminution of business and intercourse between them is thus accounted for.

It is gratifying, however, to be able to state that the receipts on western products going east, exceed those of the antecedent year; thus limiting the decrease of shipments to goods and merchandize purchased in eastern markets and sent westward. In addition to this, it is a matter of gratification and encouragement to be able to state that there has been an increase of revenues upon the Delaware and North Branch canals, over those of the previous year.

It may be stated in relation to the future productiveness of our improvements, that the experiments made during the past year with light draft streamers on the Ohio river, is particularly worthy of notice, as giving assurance that, during the dryest seasons, and lowest stages of water, the navigation of that river can be kept up to an adequate extent, and relied upon as furnishing at all times the means of supplying our canals with the products of the west, which are designed for an eastern market.

As to the particular prospects of the ensuing year, much will depend upon the certainty of ample preparations being made for the prompt conveyance over our railroads of the numerous section boats which have been built by individuals who are preparing to embark in this new enterprize.

Under the authority of an act of the last session of the legislature, the Canal Commissioners have directed contracts to be made with sundry responsible persons for eighteen sets of new trucks of four sections each, ten sets of which are to be placed upon the Columbia, and eight sets upon the Allegheny Portage railroad.

The Commissioners have also made arrangements for the construction of the necessary slips and inclined planes at Columbia, Hollidaysburg and Johnstown. Several sets of trucks are already completed, and, from the reports of our engineer, we have every reason to believe that the whole work preparatory to the introduction of this new system will be finished by the opening of the spring navigation, and that a formidable competition through the means of the section boats built and managed by individuals and independent owners, will then commence.

The experiment already made by the portable boats, clearly proves that the requisite facilities of planes, slips and trucks, are alone wanted to awaken a spirit of enterprize among the citizens, and to produce an amount of individual competition in the carrying business, that will give a new and powerful impulse to the whole business of transportation upon our public improvements. This is what is required—not merely to change, but to cheapen and extend the means and facilities of doing business, and to throw open the door to a free

and equal competition. If we can accomplish this, the known spirit of industry and enterprize of our citizens may be relied upon for rendering our public works, what they were originally designed to be, a source of revenue to the Commonwealth, a public blessing, and a general good.

Among the advantages of this new plan of transportation, may be enumerated the certainty with which men of small capital can embark in it, and become carriers without the danger of being "run off" by a combination of large capitalists and companies, who alone, under the old system, could keep up a sufficient stock to enable them to form lines from Philadelphia and Pittsburg. The small cost of a boat and horse will enlist industrious laboring men, who, as they are limited in their means, will, in order to improve their condition, carry goods and products at fair prices, and be satisfied with moderate profits. Now such an undertaking on the part of such men, must necessarily, and will, almost immediately, enlist in favor of this system, the direct and active influence of trading men generally. Not only the traders and merchants of the intermediate towns on the line of our improvements will see and embrace the advantages of it, but also the commission and wholesale merchants both in Philadelphia and Pittsburg will have especial inducements to encourage and sustain it; for it will be seen that it is to supercede an exclusive system, which has been alike injurious to business interests, and to the state. Now let it become generally known, that a choice of safe and good section boats is to be presented to them, which will be owned and managed by competent and responsible men, and it will be the obvious interest of all merchants and shippers to favor and foster them—and the advantages which this new system of competition will present, cannot fail soon to overcome that reluctant delicacy which has induced the business community to submit hitherto to a monopoly which has been as detrimental to the commercial and manufacturing prosperity of our eastern and western cities, as to the public at large.

The prospects of trade upon the main lines of our improvements, we conceive to be infinitely better than they have been at any former period since their completion. The great drawback upon canal shipments, and the principal obstruction to the increase of business upon our public works have been, and continue to be, an erroneous system which is onerously expensive to the transporter. Whether this be chargeable originally to the mixed character of the works, or to a want of foresight in the carriers themselves, it is perhaps not our province to judge, nor is it necessary now to enquire. But observation and experience have rendered it manifest, that the heavy investments of capital by companies, and the consequent adoption of an expensive mode of transportation, resulted in the exclusion of nearly all competition, and the ultimate establishment of a system which has controlled the business upon our improvements, and held in complete subjection every other interest connected with them. The truth of this is exemplified in the whole course and history of our carrying

trade. Its annual increase, though uniform, under equally favorable circumstances, bears no proportion to the increase of population and the progressive improvement of those towns and regions on the Ohio and its tributaries, to the business of which the Pennsylvania route, from its facilities of access and location, is justly entitled.

The great amount and expense of the stock required to transport goods upon our railroads—the expensive ware-houses—the complex and costly machinery—the numerous clerks and agents incident thereto; together with the delay and labor of transhipment of goods &c., have altogether required such a number of men, and such an amount of means, as to exclude competition, and has heretofore given to companies formed of heavy capitalists, an almost exclusive control over the business of the entire main line. Nor was it to be expected, that, being as they virtually were, the exclusive occupants of the public works, they would even permit the exigencies of the Commonwealth, the demands of trade, or the pressure of the times, so to modify their operations as to produce injury and prejudice to their own immediate interests. Hence it is, that the attempts on the part of the Canal Commissioners, to produce an increase of business upon our improvements, by frequent and liberal reductions in the rates of toll, have always failed to produce any corresponding reductions on the part of the transporter, and of course but a slight increase in the trade passing over our improvements.

Under circumstances so adverse to the interests of trade, and which have been so prejudicial to the Commonwealth; and in the belief that, while they continue to exist, it is utterly vain and hopeless to expect to benefit the public, or to increase the revenues of the state; we consider the truck bill of the last session, which has enabled the Canal Commissioners to supply the means of taking section boats over our railroads, and to induce extensive individual competition in the business of transporting, and the suppression of a combination of carriers by public prosecution and conviction, as the first and most effectual step toward a salutary reform, and as the only source to which we can look for remedy and relief against the evils of the present system.

The travel upon our public improvements is a subject of great interest and importance, to secure which, we have to contend against a powerful rival, and by a loss of which, we should be seriously and greatly injured. The Baltimore and Ohio railroad is now finished to Cumberland, and the travel from Baltimore to Wheeling is more rapid and expeditious than by the Pennsylvania railroads and canals. Besides this, we have reason to believe that extraordinary efforts and means are now used at Baltimore and Wheeling to prevent travellers from reaching Philadelphia or Pittsburg, naturally concluding that if they can be intercepted at those places, they will pass over the Cumberland, instead of the Pennsylvania route. This state of things should induce us to exert all proper means to cheapen the fare, and to reduce the expenses of travel upon our line of improvements.

We deem this subject of the utmost importance to the State, whether we view it in relation to the revenues to be derived immediately from travellers, or whether we look to it as a means of inducing merchants, traders and capitalists, to seek a market for their products, and to make their purchases in the two great cities at the eastern and western extremities of our improvements. It is sincerely to be regretted that there has not been such legislative action upon this subject, as would have enabled the State to place cars upon the railroads, and by carrying the passengers in her own cars to make such regulations, by reducing the price of fare and offering such tempting inducements to the travelling community, as would have suited the exigencies of the times, and the emergency of the Commonwealth.

Heretofore companies of individuals have united to stock our roads with cars, and the State has had but little influence in regulating the fare upon passengers, or in controlling their operations; and unfortunately, she has received comparatively but little profit, so far as the travel is concerned, on the immense amount of capital which she has expended in their construction and management. The estimated and probable cost of the eighty-two miles of the Philadelphia and Columbia railroad, including engines, depots, machinery, stationary power, &c., is over four millions of dollars, while the entire cost to furnish all the cars for carrying the passengers is less than thirty thousand dollars. Notwithstanding this monstrous discrepance, the State, after furnishing the engines, fuel, stationary power, engines, firemen, agents, despatchers, hitchers, switch tenders, &c., has received less than one-half that has been charged upon the passengers travelling over that road. The fare upon each passenger to Columbia has been three dollars and twenty-five cents, of which the State has received only one dollar and sixty-four cents, the companies having received the balance. However strikingly disproportionate this may appear, we believe that the disparity is still greater upon the Allegheny Portage railroad. On that section of our improvements, there is thirty-six miles of double track, ten inclined planes, two stationary engines at each plane, and the cost of keeping which in repair, including ropes, locomotives, horse-power, depots, engineers, agents and men to work and keep up the road, renders it probably the most expensive railroad of its extent in the world; while the whole amount required to stock it with cars sufficient for all the travel that passes it, cannot exceed from four thousand to six thousand dollars. Yet, the price of fare charged on each passenger passing over it has been two dollars, of which the State receives as her proportion, only seventy-eight cents!

To change the system of carrying passengers, and to approximate as nearly to that which should be adopted, if the passenger cars were owned by the State; and to get the power of limiting the assessments on passengers, and to effect a reduction in the rates of fare, were objects which the Board deemed to be indispensable, in order to increase the travel upon our improvements, and to retain even that

which we have already. And they are happy in being able to state, that they have made such arrangements, as will effectually change the system, and certainly produce a greater revenue, establish regular and uniform rates, and effect a great reduction in the price of fare upon all passengers travelling from city to city upon our canals and railroads.

A contract has been made with responsible individuals to supply the cars, and to carry passengers over the Philadelphia and Columbia railroad for one year, at thirty-six cents for each through-passenger, the contractors to be at the expense of all the depots, offices, collectors, clerks and agents to attend them; and they have entered into bonds in twenty thousand dollars, for the fulfilment of their contract.

Arrangements are also in progress, by which it is expected to make still greater proportionate reductions in the price of fare upon the Allegheny Portage railroad, and at the same time to derive a greater amount of revenue from the passengers upon each of these roads than has ever before been received

By the plan contemplated, and the agreement entered into, it is stipulated and agreed, that the fare on through-passengers shall be only two dollars on the Columbia railroad, one dollar on the Harrisburg and Lancaster railroad, and one dollar and twenty-five cents on the Allegheny Portage railroad, and that the charge in the aggregate upon each passenger, shall not exceed *ten dollars* from city to city. By such a reduction in the rates of fare from those paid during former years, we have every reason to anticipate a considerable increase of travel upon our improvements. But in any event, whether we have less or more, the terms and conditions of our arrangements are such that the State will derive hereafter a greater revenue from any given number of travellers that shall pass over her improvements, than she has ever before received.

Every exertion has been made during the year to reduce the expenditures on the finished lines to the lowest standard, compatible with the security of the works, and the necessary facilities of transportation. The offices of weigh-master at Easton, Portsmouth and Pittsburgh have been abolished, and their duties transferred to the collectors at those places. The collectors' offices at Downingtown, Wilkesbarre and Franklin, being considered no longer necessary or useful, have been closed. The number of supervisors, whose duties extend over about eight hundred miles of canals and railroads, have been reduced to thirteen. The number of foremen, labourers and lock-keepers, have also been considerably reduced, and positive instructions given to the disbursing officers to observe the strictest economy in all their expenditures. The effect of these reductions will be seen in the fact that notwithstanding the unusual depression of trade, the receipts from tolls exhibit a gratifying balance over all the expenses of repairs, supervision, collection, &c. It is not, however, the intention of the Board to stop short at the point at present at-

tained. Guided by the lights of experience, they trust that, during the ensuing year, such further retrenchments may be made as will prove to the most sceptical, that the improvements of the Commonwealth will become, in addition to their acknowledged public utility and convenience, a profitable source of revenue to the Treasury.

The finished lines are now in good navigable condition, and, aside from unforeseen breaches, they can be maintained in proper order for transportation, at an expense which will not exceed the demands for ordinary repairs, and the natural decay of the materials of which the perishable portions of the works are constructed. A portion of the two appropriations made at the last session, amounting together to the sum of two hundred and seventy-five thousand dollars, was apportioned by the officers to whom the Legislature gave control over the fund, to the payment of debts for repairs contracted prior to the passage of these appropriations.

The change of officers on the several lines, the dispensing with the services of some, and the necessary enlargement of the jurisdiction of others, have rendered it impracticable to make a correct estimate of the cost of repairs for the whole year just ended. It is proper, however, to observe, that this impracticability arises from the fact, that the repairs at the commencement of the year were made on credit, and that the officers who were superseded, or whose services were dispensed with, were not able from want of funds in the Treasury to settle up the claims which had accrued during their supervision. Measures were, however, taken to cause an account to be kept by each Supervisor of the exact cost of repairs on his line, whether paid or unpaid, from the first of March last to the end of the fiscal year.

These officers have furnished the Board with detailed statements of their expenditures and liabilities for repairs for the nine months just mentioned, by which it appears that the whole cost of repairs for that period amount to $164,526 30.

As the information may be useful to the Legislature in its future action in relation to the public works, the Board have considered it proper to present a separate statement of the receipts of each division for the whole year, and its expenditures for nine months, commencing on the first of March, and ending with the 30th of November last.

The business on the *Delaware Division*, notwithstanding the non-completion of the repairs to the upper works of the Lehigh Navigation company, exhibits a large increase over the previous year. The tolls received for the fiscal year ending the 30th of November, 1842, are as follows:

At Easton,	$75,432 01
New Hope,	4,695 61
Bristol,	14,331 46
Total in 1842,	$94,459 08
" 1841,	59,654 88
Increase over 1841,	$34,804 20

The expenditures on the same line for all purposes from the 1st of March to the 1st of December, 1842, were as follows:

Repairs,	$16,533 14
Supervisors' pay,	681 50
Lock-keepers' pay,	3,597 00
Collectors' pay,	1,485 00
Clerk hire,	434 00
House rent, stationary, &c.	814 47
Total expenses for nine months,	$23,545 11

From this it will be seen that making a very liberal allowance for the cost of repairs for the three months not included in the statement, the Delaware Division, in a year, too, of unusual depression, has yielded an interest on the cost of its construction of near five per cent. The ensuing year, will, it is believed, give a still larger profit. The repairs to the upper works of the Lehigh Navigation company will be completed by the opening of the navigation, which will afford an unobstructed outlet to a large amount of coal, lumber, &c. which was locked up during the past year by the suspension of navigation.

The accompanying report of the Superintendent of the *Columbia and Philadelphia railroad*, furnishes a detailed and satisfactory statement of the operations on that important portion of the public works since the first of March last. A system of economy has been introduced into the supervisory and disbursing departments, which, in its effects, cannot fail to convince the Legislature that the road may always be made to yield a fair interest upon the cost of its construction. Notwithstanding the road and motive power tolls for 1842 fall $74,280 61, short of the receipts of 1841; yet the accounts of the Superintendent, which have been made up with much care, and into the correctness of which he invites the strictest scrutiny, exhibit an excess of receipts over the expenditures, and all liabilities incurred, of $174,097 20, for the nine months commencing on the first of March, and ending on the 30th of November, 1842. It will be seen that no portion of this excess has been produced by the consumption of old stock, as the estimates show that the aggregate stock on hand on the 30th of November, was much larger than it was on the first of March. It is fair to presume that the profits of the road will be

much increased during the coming season, by the increase of business consequent upon the introduction of the truck system, and the manifest advantages which the Commonwealth must derive from the new arrangements made for carrying passengers.

The excess of motive power receipts over the expenditures has been principally applied to the liquidation of motive power debts, contracted prior to the 1st of March last.

The road is in excellent order and the Superintendent estimates the amount required for repairs for the next year, (1843,) at $48,300 00.

The following statement shows the receipts and expenditures for the nine months referred to:

Cost of repairs of road from March 1st to April 1st,	$3,730 00
do do do April 1st to Nov. 30,	37,047 97
Expenses of motive power from March 1st to November 30,	86,762 48
Expenses of collectors and weighmasters,	4,959 00
Total expenses,	$132,499 45
Receipts of road toll from March 1st to April 1st,	$15,483 54½
do do do April 1st to Nov. 30,	133,885 35
Receipts of motive power from March 1st to Nov. 30,	157,227 76
Total receipts,	306,596 65½
Deduct expenses as above,	132,499 45
Total profits for nine months,	$174,097 20½

The statement of the receipts and expenditures on the *Eastern and Juniata divisions of the canal*, extending from Columbia to Hollidaysburg, a distance of one hundred and seventy-two miles, have been combined for the reason that the supervisorship of the Eastern extends over a portion of the Juniata division, which renders it inconvenient to the officer to separate his expenses on the two lines. The receipts on these two divisions for the fiscal year ending November 30, 1842, is as follows:

Columbia,	$69,717 31
Portsmouth,	8,220 41
Harrisburg,	20,778 39
Newport,	3,730 83
Lewistown,	10,631 51
Huntingdon,	6,709 77
Hollidaysburg,	64,600 61
Columbia outlet locks,	7,431 62
Swatara bridge,	525 53

Portsmouth outlet locks,	1,533 35
Duncan's Island bridge,	1,847 46
Juniata aqueduct,	53 37
	$195,780 16

The whole expenditures and liabilities on the same lines from the 1st of March to the 30th of November, 1842, are as follows:

Repairs,	$24,272 12
Lockkeepers' pay,	12,420 00
Supervisors' pay,	2,062 50
Collectors' pay,	3,397 50
Weighmaster's pay,	405 00
Clerk hire,	1,530 00
House rent, stationary, &c.	985 00
	$45,072 12

The Superintendent of Motive Power of the *Allegheny Portage railroad*, who acts also as supervisor of repairs, reports the road, in all its departments, to be in good condition. The excess of motive power receipts over the expenditures of the year is $7,543 95; and the excess of motive power and railway receipts over the expenditures and liabilities for the same period is $27,729 77. The contract system which has been adopted in making repairs to the road way, is found to answer a good purpose, and produces an annual saving to the Commonwealth, when compared with the old method of employing foremen and hands by the day. For a detailed statement of the operations of the road, the Legislature is respectfully referred to the accompanying report of the Superintendent.

As it is a matter of public interest, and one which concerns the character of our improvements, the commissioners deem it their duty to state, in relation to the Allegheny Portage railroad, that notwithstanding there is an elevation of some fourteen hundred feet to be overcome in passing the mountains, and although generally there is entertained some apprehension for the safety of travellers and security of property, yet no accident, or losses of a serious nature have occurred upon it for a long period. The system of management has become so familiar and perfect that few accidents occur to persons and property in being conveyed over it; and at this time, the ascent and descent of the several inclined planes, and indeed the entire passage of that road, are as secure and free from risk, as that of any railroad of the same extent in the country.

The receipts and expenditures for the fiscal year ending 30th of November, 1842, are exhibited in the following statement:

Expenses of motive power,	$70,427 33
" repair department,	23,295 95
Collectors' salary, clerk hire, stationary, printing, &c.	2,805 35
Total expenses for the year,	$96,528 63

RECEIPTS AT JOHNSTOWN AND HOLLIDAYSBURG.

Motive power tolls,	$77,971 18
Railway tolls,	46,287 22
Total receipts in 1842,	$124,258 40
Deduct expenses as above,	96,528 63
Excess of receipts over expenditures and liabilities for 1842,	$27,729 77

The *Western division* has been maintained in good navigable order during the year, at a greatly reduced expense, and it is believed, that, should no unforeseen accidents occur, the amount required for the repair of the line in 1843, will not exceed the expenditures of 1842.

The receipts of this line for the fiscal year, ending the 30th of November, 1842, were as follows:

Johnstown,	$37,607 97
Blairsville,	1,777 53
Freeport,	2,696 96
Pittsburg,	42,465 46
Pittsburg aqueduct,	673 09
Kiskiminetas "	228 43
Total receipts for the year,	$85,449 42

And the expenditures and liabilities for the nine months from the 1st of March to the 30th of November, 1842, were

For repairs and supervisors' pay,	$13,480 09
Lock-keepers' pay,	8,044 09
Collectors' "	2,272 50
Weighmaster's "	405 00
Clerk hire,	1,340 50
House rent, stationary, &c.	537 82
Total expenditures and liabilities for nine months,	$26,080 00

The *Beaver, Shenango and French Creek divisions*, are placed under the charge of one Supervisor. Owing to the unfinished condi-

tion of the Erie Extension, these lines cannot be expected to yield a revenue equal to the necessary expenditures, until such time as a communication may be opened with the harbor of Erie. During the year ending the 30th of November, 1842, the collections were

At Franklin,	$ 308 38
Bridgewater,	3,957 11
The junction,	2,427 50
Total in 1842,	$6,692,99

Whilst the expenditures were as follows, for the nine months, ending November 30th, 1842:

Repairs French creek Feeder,	$2,145 70
Franklin line,	33 50
Shenango line,	1,724 26
Beaver division,	4,500 00
Lock-keepers' pay, Beaver division,	1,332 00
Lock-keepers' pay, Shenango line,	324 00
Collectors' salary, clerk hire, stationary, &c.	1,195 03
Total expenditures and liabilities for the nine months,	$11,254 49

For a particular account of the condition of the Beaver division, the Shenango line, French Creek Feeder, and the Franklin line of the Pennsylvania canal, we beg leave to refer to the able report of the experienced and efficient officer who now has them in charge.—This report will be found to contain information which will be useful and necessary, should the Legislature take any action upon the subjects to which it refers.

For convenience, as well as from the connection of the lines, the *Susquehanna division*, extending from Duncan's Island to Northumberland, and the *North and West Branch divisions* are embraced in the same statement. The collections during the year, ending the 30th of November, 1842, were

At Liverpool,	$ 6,925 75
Northumberland,	20,117 14
Williamsport,	5,097 52
Dunnstown,	9,517 24
Wilkesbarre,	10,194 18
Berwick,	24,260 31
Total receipts for the year,	$76,112 14

The expenditures for the nine months, ending the 30th November, 1842, were as follows:

Repairs,	$43,587 55
Lock-keepers' pay,	3,814 00
Collectors' "	2,740 00
Weighmaster's "	450 00
Supervisors' "	3,437 50
Clerk hire,	360 00
House rent, stationary, &c.	677 85
	$55,066 90

Detailed statements have thus been given of the receipts for the year, and the expenditures of every description for nine months, on the several lines of canal and railroad. As a matter of easier reference, the following abstract of these statements is presented:

Lines.	Tolls collected in 1842.	Expenditures and liabilities for nine months, ending Nov. 30th, 1842.
Main line from Philadelphia to Pittsburg, viz:		
Columbia railroad,	$357,461 50	$132,499 45
Eastern and Juniata divisions,	195,780 16	45,072 12
Portage railroad,	124,258 40	*96,528 63
Western division,	85,449 42	26,080 00
Total for main line,	$762,949 48	$300,180 20
Delaware division,	$94,459 08	23,545 11
Susquehanna and North and West Branch divisions,	76,112 14	55,066 90
Beaver, Shenango and French Creek divisions,	6,692 99	11,254 49
	$940,213 69	
Deduct drawbacks,	19,714 27	
Total receipts,	$920,499 42	$390,046 70
Deduct expenses for nine months,	390,046 70	
Excess of receipts over expenditures,	$530,452 72	

It will thus be seen, that after making a very liberal allowance for expenses for the three months not embraced in the above statement, and taking into consideration the depression which has pervaded all branches of business, the finished lines, especially the Delaware division, and the main line from Philadelphia to Pittsburg, have yielded a handsome profit upon the cost of their construction. The ex-

[*Note.—The expenses of the Portage railroad, as given above, are for the whole year.]

cess of the receipts for the year over the expenses for nine months on the main lines, is $462,769 28; and on the Delaware division, $70,-913 97. The other navigable lines, being but portions of unfinished works, cannot be expected to compare in the result of their operations with the completed sections of the public improvements. It should be observed in making an estimate of expenses for the three months excluded from the tables which have been given, that during the suspension of navigation, the items of lock-keepers' pay, stationary, printing, postage, &c. are materially reduced, when compared with the navigable months, and that no clerk hire should be included, except at the offices at Philadelphia, Lancaster and Columbia.

The results of the business operations of the fiscal year just ended, afford the strongest grounds for the belief, that with prudence and economy, the principal divisions of the finished lines, can, in seasons of ordinary prosperity, be made not only to pay expenses, but to yield an interest beyond the rate which the Commonwealth pays on the debt created for their construction.

In obedience to the act of the last session, operations have been entirely suspended on all the unfinished lines of the improvements of the Commonwealth. As the work on the North Branch and Erie extension was suspended by that act, and in as much as the Legislature has passed an act giving to a company the prosecution and completion of the extension of the North Branch, it may be deemed supererogatory and improper in the Canal Commissioners to urge upon the consideration of the Legislature of making arrangements or provision for their completion; lest such a course might imply, or be construed into a disposition on our part to question the propriety of the policy adopted in relation to them by the representatives of the people.

But we conceive it a duty which we owe to the public, to state that the opinion of the Board as to their importance, is concurrent with that expressed by our predecessors in office, and by your Excellency in two former messages to the Legislature; and we respectfully refer to the forcible reasonings and convincing arguments contained in former Executive messages, and the last report of the Canal Commissioners, which were urged in favor of their completion. We would also beg leave to call attention to a special report made by this Board in obedience to a resolution of the House of Representatives, giving an estimate of the expense which the Commonwealth would subject herself to, by an abandonment of the Erie Extension, (see Vol. 2 of House Journal, No. 92, page 272.) The policy of prosecuting to completion these unfinished portions of our improvements, if practicable, is clear and manifest. The question as to the ability of the State to procure the means to continue their prosecution, is a matter solely for the consideration and determination of the legislative authorities.

The Board ask the attention of the Legislature to the condition of the resorvoirs on the eastern and western sides of the Allegheny mountain. The importance of these works to the successful mainte-

nance of an uninterrupted transportation upon the main line during the dry seasons of the year, has been so frequently presented to the consideration of the legislative authorities in former reports of the Canal Commissioners, that it is considered unnecessary to make any other remark at this time, than that the urgent necessity which induced the appropriations for their commencement, is equally as strong in favor of their completion, at as early a period as it may be found practicable to obtain the means. The total estimated cost of the two reservoirs was $288,000, and it appears that there has been expended for work done, the sum of $148,954 47. This large amount of work is liable to be swept off by the spring floods, the Board having no funds at command to apply to the presevation even of its partial, much less, of its entire destruction.

The Engineer corps has been reduced to one Principal Engineer, and the offices of Superintendent of the Erie and North Branch extensions abolished, under the provisions of the act of the last session. So far as the immediate interests of the Commonwealth are concerned, it has been found that the services of one Engineer are sufficient.—His services have been, and will most probably, during the next year, continue to be, exclusively occupied in examining and directing repairs, and in furnishing necessary information to the Board. Under these circumstances the Board have been compelled to postpone any action upon a number of claims against the Commonwealth, arising under contracts, and involving questions requiring the critical investigation of an Engineer. This fact is mentioned merely to show, that whatever injury may be experienced by private citizens from the non-settlement of this description of claims, no neglect can be attributed to the officers of the government.

The subject of selling the surplus water on the several lines of our canals and slack-waters, has become important; and in the opinion of the Canal Commissioners, a prompt disposal of it at every place where it may be in demand, and where it can be used for machinery and milling purposes, will be alike advantageous to the State, and beneficial to the public.

The erection of such establishments along the lines of our improvements, will tend to stimulate enterprise, to develope the resources of the sections of the country where they may be located, and induce investments of capital, which, while it gives employment to men in converting grain and other products into marketable articles, will, at the same time be the means of furnishing to our canals and railroads, a great additional amount of tonnage, from which the State will derive an increase of revenue from the use of her public works.

A former legislature taking into view the policy of this measure, passed an act, dated fifth May, one thousand eight hundred and forty-one, making it the duty of the Canal Commissioners, or such other person or persons as the Governor might appoint, to lease or sell such surplus water as was not required for the purposes of navi-

gation. Agreeably to the provisions of that act, and as a necessary and preparatory step to leasing them, and rendering them available, the preceding Board of Commissioners directed the engineers to make an examination of the several sites on the lines under their charge, and to report the result of their examinations, accompanied with plans, profiles and maps, descriptive of the situation of such water privileges as could be disposed of advantageously, and granted without injury to the public works. Such reports have been made, and are now in this office; and they embrace, it is believed, the sites upon all the lines which will afford a sufficient quantity of surplus water to make them desirable to purchasers or available to the Commonwealth.

A table giving an abstract of the number, situation and head and fall of each of these water privileges, will be found below: and as there are numerous applications for the use of the surplus water, and as such demands are increasing, the present Board of Canal Commissioners have been anxious to comply with the requisitions of the act of the Legislature in relation to them. But they have neither had the time, nor proper means of ascertaining their value; and they could not have done justice to the Commonwealth in disposing of them, without entirely neglecting their more pressing business, and the duties more immediately and legitimately appertaining to their office.

Under these circumstances, entertaining as they did, a conviction of the importance of the subject, and of the absolute necessity of the appointment of some person or persons, who could devote exclusive attention to it, and to maturing a plan by which they could be advantageously disposed of, and made productive; the Board on the ninth of August last, adopted a resolution informing the Governor of the utter inability of the Canal Commissioners to attend to that duty, and requesting him "to appoint some other person or persons to carry out the intentions of the Legislature, and to execute and fulfil the conditions of said act."

The following comprises a general list of the water powers on the several lines of canals and slackwater belonging to the Commonwealth:

A LIST OF WATER POWERS ON THE SHENANGO LINE.

Nos.	*Miles.*			*Nos.*	*Feet head and fall.*
1.	$2\frac{1}{2}$	Above Sharon,		Lock 7.	8
2.	$\frac{1}{3}$	do	do	8.	8
3.	4	Below Clarkesville,		Dam 1.	14
4.	5	Above Clarkesville,		2.	11
5.	1	From Greenville,		4.	$14\frac{1}{2}$
6.	2	do	do	5.	7

WATER POWERS ON THE BEAVER DIVISION.

Nos.	*Miles.*		*Nos.*	*Feet head and fall.*
1.	1	Below New Castle, Beaver co. Lock	2.	10
2.	1½	do do do	3.	9
3.	5⅓	do do do	4.	9
4.	5 2-3	do do do	5.	9
5.	5 2-3	do do do	6.	9
6.	7¾	do do do Dam	2.	8½
7.	12½	do do do	3.	9½

WATER POWERS ON THE WESTERN DIVISION.

Nos.	*Miles.*		*Nos.*	*Feet head and fall.*
1.		Sharpesburg, Lock		6½
2.	12	From Pittsb'g, Deer Creek Lock,		7½
3.		Tarentum, Locks	7 & 8	12½
4.	1	Above Tarentum, Lock	9.	6½
5.		Freeport, "		10
6.		Leechburg, Dam	1.	27
7.	7	Below Saltsburg,	3.	11

WATER POWERS ON THE JUNIATA DIVISION.

Nos.	*Miles.*		*Feet head and fall.*
1.	16	Below Hollidaysburg, 1st dam above Smucker's dam,	8
2.	1	Above Spang's lower works, 1st dam above Potter's dam,	15
3.	1¾	Below Potter's dam, Willow dam,	14
4.	2	Above Water Street, dam,	14½
5.	1	Below do Water st. dam,	20
6.		Alexandria, 2 locks,	15½
7.		Petersburg, Petersburg dam,	10
8.	1	Below Petersburg, Piper's dam,	10
9.	2	Above Huntingdon, Hunt. dam,	18
10.	1	do do Hunt. lock,	8
11.	3	Below Huntingdon, Raystown Branch dam,	9½
12.	½	Above Newton Hamilton, lock,	7½
13.	½	do do do lock,	8½

Nos.	Miles.			Feet head and fall.
14.	1	Below Newton Hamilton Aughwick dam,		13
15.		Waynesburg,	lock,	8
16.	8.	Above Lewistown,	2 locks,	15
17.	3.	Below do Lewistown dam,		7
18.	13.	Above the mouth of the Juniata, North Island dam,		6

WATER POWERS ON DUNCAN'S ISLAND.

Nos.	Miles.			Nos.	Feet head and fall.
1.			Lock	1.	7
2.			Locks	2 & 3	15
3.		Dam across Susquehanna,			6

WATER POWERS ON THE EASTERN DIVISION.

Nos.	Miles.			Nos.	Feet head and fall.
1.	5	Above Dauphin,	Lock	1.	5
2.		At Dauphin,		2.	8
3.		At Coxestown,		3.	7
4.		At Harrisburg,	Locks	4 & 5	12½

WATER POWERS ON THE COLUMBIA LINE.

Nos.	Miles.			Nos.	Feet head and fall.
1.		Conewago falls,	Lock	3.	6
2.	1	Above Bainbridge,	do	5.	5½
3.	2	" Marietta,	Locks	6 & 7	14

WATER POWERS ON THE DELAWARE DIVISION.

Nos.	Miles.			Nos.	Feet head and fall.
1.		At Bristol,	Locks	1 & 2	13½
2.	1	Below Yardleyville,	Lock	5.	6
3.	1	Above Yardleyville,	do	6.	6
4.	1	Below Taylorsville,	do	7.	8
5.		At Newhope,	Locks	10 & 11	16

Nos.	Miles.			Nos.	Feet head and fall.
6.		Lumberville,	Lock	12	
7.		Point Pleasant,	Locks	13 & 14	15
8.		Smithtown,	do	15 & 16	12
9.		Erwinna Flats,	Lock	18.	10
10.		Swamp Road,	do	19.	6
11.		Durham Creek, at Lock No. 21,			14
12.	½	Above Monroe,	Lock	21	9
13.		Uhler's quarries, below Easton, Locks 22 & 23,			17¼

LIST OF WATER POWERS ON THE SUSQUEHANNA DIVISION.

Nos.	Miles.			Nos.	Feet head and fall.
1.	5	Below Liverpool,	Lock,	8.	8½
2.		Mount Patrick,		7.	8½
3.	2	Below Liverpool,		6.	7
4.	1	do do		5.	7
5.		Liverpool,		4.	6
6.		Mahantongo,		3.	8½
7.	5½	Below Selinsgrove,		2.	8½
8.	9	do do		1.	6

SHAMOKIN DAM.

WATER POWERS ON THE NORTH BRANCH DIVISION.

Nos.	Miles.		Nos.	Feet head and fall.
1.	2	Below Danville,	11.	10
2.	2	do Bloomsburg,	10.	10
3.	¾	From do	9.	5½
4.	6	Below Berwick,	8.	9
5.	7	At do	7.	8
6.	3	Above do	6.	9¼
7.		Nanticoke dam,		
8.	3	Below Wilkesbarre,	4 & 5	
9.		Near do	3.	10
10.	6½	Above do	2.	7
11.	7½	do do	1.	7

In consequence of the limited appropriation for repairs at the last session, the Board were compelled to issue instructions to the several supervisors, not to rebuild any road or farm bridges, until further orders. These bridges are a constant and heavy drain upon the repair fund; and so far as it regards those connecting public roads, no valid reason can be shown why the townships or counties interested which have been so immediately benefited by the construction of the public improvements, should not be compelled, after the Commonwealth has erected a road bridge, to keep it in repair, or to rebuild it whenever it becomes necessary. It seems scarcely fair, whilst the whole community are heavily taxed to pay public burdens, that the people of a county, remote from the improvements, should be compelled to bear their share of repairing road and farm bridges in counties where every acre of land has been greatly increased in value by the construction and contiguity of those very improvements. Should the Legislature, however, deem it proper that these bridges should continue to be repaired and rebuilt at the public expense, it will require an appropriation beyond the amount estimated for repairs for the year one thousand eight hundred and forty-three.

The Board have not yet been able to carry into effect the intentions of the act of the thirtieth of July, one thousand eight hundred and forty-two, for the relief of the contractors on the Gettysburg railroad. By the provisions of that act, the amount to be distributed among the several claimants is limited to the sum of three thousand dollars. It is therefore necessary, that all the claims duly authenticated, should be presented for the action of the Board, before any award can be made. This has not been done, and the consequence has been, that the Board has been compelled, by the terms of the law, to postpone action on such claims as have been properly presented, from the mere circumstance, that some of the claimants have not prepared their accounts in such shape as to admit of a decision on their merits.

TOLLS.

Amount of tolls collected at the several offices on the canals and railroads of the Commonwealth of Pennsylvania, from December 1st, 1841, to November 30th, 1842.

CANAL TOLLS.

Easton,	$75,432 01
New Hope,	4,695 61
Bristol,	14,331 46
Columbia,	69,717 31
Portsmouth,	8,220 41
Harrisburg,	20,778 39
Newport,	3,730 83
Lewistown,	10,631 51

Huntingdon,	6,709 77
Hollidaysburg,	64,600 61
Johnstown,	37,607 95
Blairsville,	1,777 53
Freeport,	2,696 96
Pittsburg,	42,465 46
Bridgewater,	3,957 11
Junction,	2,427 50
Franklin,	308 38
Liverpool,	6,925 72
Northumberland,	20,117 14
Williamsport,	5,097 52
Dunnstown,	9,517 24
Wilkesbarre,	10,194 18
Berwick,	24,260 31
Columbia out-let locks,	7,431 62
Portsmouth, do	1,533 35
Swatara Bridge,	525 53
Duncan's Island Bridge,	1,847 46
Aqueduct at Duncan's Island,	53 37
Kiskiminetas Aqueduct,	228 43
Pittsburg Aqueduct,	673 09
Total canal tolls,	$458,493 91

RAILWAY AND MOTIVE POWER TOLLS.

	Railway.	*Motive Power.*
Philadelphia,	$85,703 07	$85,910 63
Paoli,	4,755 66	2,567 73
Parkesburg,	9,733 99	11,144 00
Downingtown,	1,915 95	2,193 36
Lancaster,	15,053 09	17,519 87
Columbia,	55,329 17	65,237 31
Hollidaysburg,	23,775 22	36,691 87
Johnstown,	22,511 91	41,279 31
Schuylkill Viaduct,	397 64	
	$219,175 70	$262,544 08

RECAPITULATION.

Canal tolls,	$458,493 91
Railway,	219,175 70
Motive Power,	262,544 08
Total amount of canal, railway and motive power tolls,	$940,213 69
Deduct drawbacks,	19,714 27
Actual receipts for 1842,	$920,499 42
Do. do. 1841,	1,079,896 03
Decrease, as compared with 1841,	$159,396 61

Amount expended, and liabilities incurred for repairs on the several lines of canal and railroad for the nine months, commencing on the 1st of March, and ending on the 30th November, 1842:

Delaware division,	$16,533 14
Columbia railroad,	40,777 97
Eastern and Juniata divisions,	24,272 12
Allegheny Portage railroad,	17,471 97
Western division,	13,480 09
Beaver "	4,500 00
Shenango line,	1,724 26
French Creek Feeder,	2,179 20
West Branch division,	17,593 44
North Branch "	18,557 67
Susquehanna "	7,436 44
Total cost of repairs for nine months,	$164,526 30

From the reports of the Supervisors on the several lines of canal and railroad, it appears that the following sums not entered on the books of the Auditor General, are due for repairs prior to the 1st of March, 1842:

For materials,	$91,524 76
On check rolls,	218,587 29
Due old Supervisors on settlement,	26,139 77
Total,	$336,251 82

The above table shows that there is a great amount of debt due to poor laborers on check rolls, and for materials, which cannot be entered on the books of the Auditor General, under the act of 7th April last,

and thus become entitled to dividends and interest, under the provisions of the act of the 23rd of July last. The situation of many of this class of creditors is such, and their claims taken separately are generally so small, as to render it nearly impracticable for the Auditor General to enter them, and give certificates to each individual creditor. The consequence has been, that they have been excluded from a participation in the benefits of both the acts referred to.—They have received neither certificate nor any part of the principal or interest on the just claims due them by the state; and the painful fact is within the knowledge of this Board, and it is confirmed by the reports of nearly all our officers upon the lines, that many of these laborers are now out of employment, and suffering from destitution. That many of them, and probably most of them along our railroads, are in distress, and in absolute want of the means of procuring even the necessaries, much less, the comforts of life. Yet the Commonwealth is indebted to them for labor faithfully performed, and services honestly rendered! It is most anxiously desired that the Legislature should afford efficient and prompt relief to this excluded class of the public creditors. The more needy, because the most indigent, and the best entitled to consideration and sympathy, because the support of themselves and their families, and even the daily bread of some of them, depends upon their daily labor.

ESTIMATED COST OF REPAIRS FOR 1843.

Delaware division,	$12,000
Columbia railroad,	48,300
Eastern and Juniata divisions,	46,000
Portage railroad,	20,000
Western division,	17,000
Beaver "	4,000
Shenango line,	4,000
French Creek feeder,	1,000
West Branch division,	13,000
North " "	14,000
Susquehanna "	7,000
	$186,300

The propriety of making an early appropriation for repairs is earnestly urged upon the legislature. No system of economy can be effectually carried out, unless the means of prompt payment are at command. Materials and labor are always higher when obtained on credit, and when the time of payment is indefinite, as it has been for several years past on the public works of the Commonwealth. It frequently happens that supervisors are compelled to discharge laborers whose services are no longer required; and justice and humanity

alike demand, that men, who depend upon their daily labor for the daily subsistence of themselves and families, should be paid their hard earned pittance before being turned adrift to seek employment elsewhere. The Board are satisfied from past experience, that the cost of repairs can be considerably reduced by an early, adequate and available appropriation.

All of which is respectfully submitted.

JOHN B. BUTLER,
LEVI REYNOLDS, Jr.,
WM. OVERFIELD,
Canal Commissioners.

REPORT

OF

J. B. MOORHEAD,

SUPERINTENDENT MOTIVE POWER, COLUMBIA RAILROAD.

To the President and Board of Canal Commissioners of Pennsylvania:

GENTLEMEN:—I have the honor to submit the following report and accompanying statements, showing the operations and condition of the Motive Power Department on the Columbia and Philadelphia railroad, from March 1st to November 30th, 1842.

This report should properly include the fiscal year, beginning December 1st, 1841; but as my duties as Superintendent of Motive Power began on the 1st of March last, and as there is no certain data in my possession from which I can show the operations of the three preceding months, I shall confine myself to the nine months under my immediate superintendence.

By reference to statement No. 2, it will be seen that the whole amount of motive power tolls collected at the different offices from March 1st to November 30th, 1842, is $157,227 76, while the total expenditure charged to motive power fund during the same period, amounts to $86,762 48, leaving a balance in favor of the fund of $70,465 28, for the period of nine months.

Such is the general result as shown by the statement referred to; but there are several considerations proper to be mentioned, which make this result much more favorable to this fund than at first sight appears.

1st. The amount of expenditures as there stated, includes $5,600, charged to motive power fund for a rope and repairs done to the stationary engines at the Schuylkill inclined plane; expenses which have heretofore been paid out of the general appropriation fund, (except the rope purchased for the plane in 1841.)

2d. By comparing the value of materials, &c. at the Parkesburg shop, on the 1st of March, 1842, and the 30th of November, 1842, as per statements No. 6 and 7, there appears to be a balance in favor of the present stock of $6,295 00; on the other hand, by comparing the stock of fuel on hand the 1st of March, and the 1st of December, as per statement No. 4, will be found a balance in favor of the former

stock of $896 87½; the two former items amounting to $11,895 00, should be added to the balance as shown by statement before referred to; the latter sum of $896 87½ should be taken from the result; making the nett profits to motive power fund $10,998 12, more than there appears.

The relative value of the engines at these two periods cannot be exactly stated; but by reference to statement No. 5, it will be seen that their condition at the latter period is much better than at the former.

In mentioning these circumstances, I have no desire to give to the affairs of the road an undue appearance of prosperity, but as many persons have considered the statements which I have, from time to time made, as unfair and founded on false data, I wish now to furnish the means of testing them fully, by the general correctness of those statements, as well as those I now make; I am willing that my reputation as a public officer, as well as my character as a private citizen, may be judged.

There are at present forty locomotive engines on this road, and one at the shop of D. H. Dotterer & Co. of Reading, left there by the former Superintendent, for repairs. Three which had been condemned as not worth repairing, were sold in pursuance of a resolution of the Board, instructing me to offer them at public sale. Two of these were of inferior quality, built many years ago, before the art of locomotive building had come to its present state of perfection, and were so far worn that to repair them would have cost more than they were worth. The other had been built for the purpose of experimenting on the use of Anthracite coal, as a fuel for generating steam, and was too light in its construction to warrant a heavy outlay in repairing her, as the defect in its original construction could not be remedied.

Among the engines now on the road, is one constructed like that last referred to, for the use of Anthracite coal. This engine was built by Mr. Ross Winans, of Baltimore, and unfortunately, is as much too heavy as the other is too light. It weighs 18 tons, and has a power of 190 tons. On a road capable of supporting engines of its weight, it would be decidedly preferable for drawing burden trains, to a lighter one; but on a road constructed as this is, this engine cannot be used without destruction to the cast iron chairs. It is now in good order, having been used for a few trips only; but as it is too heavy for any useful purpose on this road, I would recommend that some arrangement be made for its disposal.

The repairs of the engines at the Parkesburg shop are under the immediate superintendence of Mr. Edwin Jefferies, manager, and Mr. Henry Osmond, as foreman; they are entitled to great credit for the perseverance and skill displayed in the discharge of their respective duties.

Repeated attempts have been made to use Anthracite coal as a fuel on this road; and with engines constructed in the form of the two

last mentioned, (the boiler and tubes being placed in a vertical position over the fire,) the project would no doubt be successful; but it has been fully settled by experiment that a very heavy expenditure would be necessary to fit the engines now in use on the road for that purpose. Bituminous coal, however, has been used in considerable quantities during the last two years, and with entire success. All the engines now on the road are using it to some extent, and I would recommend that at least double the quantity be used as soon as it can be obtained on the opening of the navigation next season. I am satisfied from my experience that a mixture of Bituminous coal and wood is decidedly the cheapest fuel for this road. As wood becomes scarce, the proportion of coal can be increased, and if necessary, it can be used altogether, without any material alteration of the engines now in use.

In consequence of the competition afforded by other routes, it is found that the trade in heavy articles for the counties through which this road passes, and the adjoining counties, has been almost entirely excluded from it by the high rates of tolls. I would, therefore, respectfully recommend to the consideration of the Board the propriety of reducing the tolls on such articles.

By reference to statement No. 5, it will be seen, that the total number of miles travelled by locomotive engines, from March 1st to November 30, 1842, was 261,744. By reference to statement No. 10, it will be seen that the total expense of repairs of road and maintaining motive power, including collectors, clerks and weighmaster's salaries, and all other expenses for the same period, was $132,499 45, making the cost per mile travelled by locomotive equal to fifty cents and sixty-two hundredth.

In accordance with your instructions, I have made the necessary arrangements to insure the completion of the slip at Columbia, for transferring section boats to and from the canal and railroad, by the opening of the canal next spring. The effect of this new mode of transportation on our improvements, will be to make a continuous chain on the route between Philadelphia and Pittsburg, and I feel confident, will realize the most sanguine expectations of its friends. The future usefulness of our public improvements, I believe, greatly depends on effectually carrying out this system.

I have prepared a statement, (No. 10,) which exhibits the total amount of receipts and expenditures, and the nett profit on this road for nine months, ending November 30, 1842. As I have had charge of the Supervisors department for only eight months, the data for one previous month is such, as I could obtain from the Auditor General's office; but, they may be relied on as furnishing a very close approximation to the facts. It will be seen that the total amount of receipts of tolls for these nine months has been $ 306,596 65½
And the total amount of expenditures, 132 499 45
Leaving a nett profit of 174,097 20

In addition to the receipts of the road, I have received for old ma-

terials sold, $2567,23, which is as yet unaccounted for to the Auditor General. When it is taken into consideration, that the business on the road during this period has been less than at any other similar period during the last seven years, this result must be highly gratifying; and is sufficient to prove, that the new and improved system, devised by the present Board, (and which I have endeavored to the best of my ability, to carry out,) will produce effects in the highest degree creditable to them, and beneficial to the Commonwealth.

Statement No. 1, exhibits the Superintendent's account with the State Treasurer.

Statement No. 2, the amount of tolls and expenditures.

Statement No. 3, an abstract statement of the expenses.

Statement No. 4, an inventory of wood and coal on the road, March 1st, and December 1st, 1842.

Statement No. 5, shows the names and number of the locomotive engines and their present condition, number of miles travelled by each, their original cost, with an estimate of their present value, &c.

Statement No. 6, an inventory of the stock and materials at Parkesburg shop, March 1st, 1842.

Statement No. 7, an inventory of stock and materials at Parkesburg shop, November 30, 1842.

Statement No. 8, an inventory of machinery, fixtures and tools, at Parkesburg shop, November 30, 1842.

Statement No. 9, a comparative statement of the estimate of maintaining motive power, from December 1st, 1841, to November 30th, 1842, made December 1st, 1841, the actual expense for nine months, and an estimate of the expense of maintaining motive power, for the year 1843.

Statement No. 10, shows the total amount of receipts and expenditures of the road, in both departments, and the nett profit for nine months, ending November 30th, 1842.

In this report, and the accompanying statements, I have endeavored to present a clear view of the operations on the road, and their general results, without encumbering them with minute details. But if a closer examination should be desired, I shall at any time be happy to furnish the items upon any or all of the subjects referred to.

All of which is respectfully submitted.

J. B. MOORHEAD,
Superintendent of Motive Power.

SUPERINTENDENT'S OFFICE,
Parkesburg, Dec. 1, 1842.

STATEMENT No. 1,

Showing the Superintendent's account with the State Treasurer.

Amount drawn from the State Treasury from the 1st of March, 1842, to the 30th November, 1842,		$119,406 68
Amount paid for maintenance of motive power during same period. See statement No. 3.	$72,389 26	
Amount paid on debts contracted prior to March 1st, 1842,	46,071 55	
		118,460 81
Balance due Commonwealth,		$ 945 87

STATEMENT No. 2,

Showing the amount of Motive Power tolls collected from March 1st, 1842, to November 30th, 1842, and the expenses of Motive Power during same period.

Amount of motive power tolls collected as per report of collectors,		$157,227 76
Amount paid for current expenses of motive power. See statement No. 3.	$72,389 26	
Amount of expenses unpaid. See statement No. 3.	14,373 22	
		86,762 48
		$70,465 28

STATEMENT No 3,

Of expenses or maintenance of Motive Power from March 1st, 1842, to November 30th, 1842.

	Amount paid.	Amount due and unpaid.	Total amount.
For Foreman, clerk and mechanics at Parkesburg shops,	$10,229 97	$1,109 77	$11,339 74
Engineers of locomotive engines,	5,755 75	649 50	6,405 25
Firemen of do do	4,174 45	559 37	4,733 82
Despatcher, laborers, attachers, engineer and firemen of stationary engine at Schuylkill plane,	4,841 00¾	566 00	5,407 00¾
do Engineers, firemen and laborers on Schuylkill level,	2,254 75	294 37	2,549 12
Mechanics at repair shop, Schuylkill plane,	855 67	97 00	952 67
do do do Columbia,	1,172 12½	145 19	1,317 31½
Despatcher and laborers at do	2,000 24	237 25	2,237 49
State agents on passenger trains,	1,683 00	180 00	1,863 00
Watermen,	1,588 10	195 00	1,783 10
Horse power on Schuylkill level, at Schuylkill plane and at Columbia,	2,722 31	447 15	3,169 46
Superintendent and clerk,	935 50	1,051 00	1,986 50
Carrying, cording, moving and inspecting wood,	1,719 99½	169 00	1,888 99
Water companies for water,	605 63	131 00	736 63
Sawing and splitting wood,	1,410 12	166 50	1,576 62
Oil,	3,104 84		3,104 84

Wood,	14,726 54	3,211 00	17,937 54
Materials for repairs of engines,	6,489 24	1,363 75	7,852 99
Miscellaneous, stationary and printing,	263 83	120 00	383 83
Repairs of engines done at manufacturing establishments,	452 74¼		452 74¼
Castings,	379 53	300 00	679 53
Coal,	1,910 70	2,125 00	4,035 00
Rope for inclined plane,	2,900 00	1,255 37	4,155 37
Ropes, &c. for engines,	203 22		203 22
	72,389 26	14,373 22	86,762 48

STATEMENT No. 4,

Inventory of Wood and Coal on the Columbia and Philadelphia railroad, March 1st, 1842, belonging to the Commonwealth.

Total amount of wood on hand from Columbia to Philadelphia, as per measurement, 3,079 cords at $3 50,	$10,773 00
Total amount of Anthracite coal, do. 545 tons at $4,	2,180 00
Total am't of Bituminous coal, do. 832 tons at $4 50,	3,744 00
	$16,697 00

Inventory of Wood and Coal on the Columbia and Philadelphia railroad, belonging to the Commonwealth, Nov. 30, 1842.

Total amount of wood on hand from Columbia to Philadelphia, as per measurement, 3,470¾ cords at $3 50,	$12,147 62½
Total am't. of Anthracite coal, do. 120 tons at $4 00,	480 00
Total am't. of Bituminous coal, do. 705 tons at $4 50,	3,172 50
	$15,800 12½

STATEMENT No. 5.—See Table.

STATEMENT NO. 5

Report on Locomotive Engines on Columbia and Philadelphia Railroad, 30th November, 1842, by E. Jefferies, Manager, Parkesburg Shops

NAMES OF ENGINES.	Builders.	Built in	Manufactured on	Weight.	Power.	Condition, Feb'y 28, 1842.	Condition, Nov'r 30, 1842.	Station, February 28, 1842.	Station, Nov'r 30, 1842.	Cars from 28th Feb'y, to Nov. 30, 1842.	Trips from 28th Feb'y, to Nov. 30, 1842.	Miles from 28th Feb'y, to Nov. 30, 1842.	Original cost.	Present estimated value.
1 Bald Eagle,	Eastwick & Co.	Philadelphia,	March 1, 1837,	9½ tons.	85 tons.	Being repaired,	Being repaired,	Parkesburg shop,	Parkesburg shop,	019	161	14,558	$7,000	$5,100
2 Brandywine,	M. W. Baldwin,	do	Oct. 2, 1835,	9½ do	80 do	Good order,	Good order,	Burden,	Evening line,	1,209	191	15,132	6,400	5,500
3 Buchanan, James	H. R. Campbell,	do	March 21, 1839,	12½ do	110 do	do	do	Parkesburg shop,	Parkesburg shop,	106	10	793	7,500	6,500
4 Cameron, Simon	Wm. Norris,	do	March 19, 1839,	10 do	90 do	Ordinary,	Being repaired,	do	do	281	40	3,120	7,500	5,000
5 Clarke, James	M. W. Baldwin,	do	April 30, 1839,	13 do	110 do	Good order,	To be repaired,	Burden,	do	3,002	183	11,271	7,500	6,000
6 Conestoga,	do	do	Feb'y 10, 1837,	12½ do	110 do	Being repaired,	Good order,	Parkesburg shop,	do				7,500	5,500
7 Delaware,	do	do	Feb'y 7, 1835,	8½ do	80 do	Ordinary,	To be repaired,	Morning line,	do	128	39	3,012	6,317	1,500
8 Downingtown,	do	do	August 1, 1837,	11½ do	110 do	do	Good order,	Burden,	do	2,167	142	11,076	7,500	5,500
9 Enterprize,	Eastwick & Co.	do	May 22, 1837,	9½ do	85 do	do	do	Parkesburg shop,	Morning line,	1,321	215	16,770	7,000	5,500
10 Farmer, Wash. Co.	Wm. Norris,	do	Oct. 15, 1839,	10 do	90 do	do	do	do	do	584	113	8,871	6,300	5,000
11 Gay, Edward F.	M. W. Baldwin,	do	March 6, 1837,	12½ do	110 do	Being repaired,	Ordinary,	do	Burden,	2,202	140	10,920	7,500	5,500
12 Hubley, E. B.	do	do	April 6, 1839,	12½ do	110 do	Good order,	Being repaired,	do	Parkesburg shop,	3,463	207	16,116	7,500	6,000
13 Indiana,	do	do	April 27, 1837,	12½ do	110 do	Being repaired,	do	do	do				7,500	6,300
14 Iron Grey,	Dotterer & Co.	Reading,	Sept'r 20, 1841,	8 do	70 do	Ordinary,	Ordinary,	Schuylkill plane,	Schuylkill plane,				7,500	1,000
15 Jackson, Andrew	H. R. Campbell,	Philadelphia,	March 1, 1839,	12½ do	110 do	Being repaired,	Good order,	Parkesburg shop,	Parkesburg shop,	2,110	135	10,530	7,500	6,700
16 Juniata,	M. W. Baldwin,	do	Sept'r 5, 1835,	8½ do	80 do	do	To be repaired,	do	do				6,300	1,200
17 Keim, Geo. M.	Dotterer & Co.	Reading,	April 1, 1840,	11½ do	110 do	do	Good order,	Reading shop,	do	1,000	74	5,772	7,500	6,000
18 Keys, Hugh	Pennel & Co.	Lancaster,	May 15, 1840,	12 do	110 do	do	do	Parkesburg shop,	do	2,199	147	11,360	7,500	6,700
19 Lancaster,	M. W. Baldwin,	Philadelphia,	June, 25, 1831,	8½ do	80 do	do	Being repaired,	Reading shop,	Reading shop,				5,650	6,000
20 Mississippi,	do	do	May 8, 1837,	12½ do	110 do	do	Ordinary,	Parkesburg shop,	Burden,	1,046	69	6,382	7,500	5,500
21 Montgomery,	do	do	May 15, 1837,	12½ do	110 do	do	To be repaired,	do	Parkesburg shop,	1,431	94	7,332	7,500	5,500
22 Muhlenburg, H. A.	Dotterer & Co.	Reading,	Nov'r 1, 1839,	11½ do	110 do	Good order,	Good order,	Burden,	Burden,	2,151	144	11,382	7,500	6,100
23 Octorara,	M. W. Baldwin,	Philadelphia,	April 10, 1837,	12½ do	110 do	Being repaired,	do	Parkesburg shop,	Parkesburg shop,				7,500	6,500
24 Ohio,	do	do	Feb'y 5, 1835,	8½ do	80 do	Good order,	do	Night line,	Burden,	201	45	3,510	6,317	5,000
25 Old Berks,	Dotterer & Co.	Reading,	July 1, 1839,	11½ do	110 do	do	do	Parkesburg shop,	do	1,589	110	8,580	11,000	6,000
26 Parkesburg,	M. W. Baldwin,	Philadelphia,	March 30, 1837,	12½ do	110 do	Being repaired,	do	do	Parkesburg shop,	1,379	95	7,110	7,501	5,500
27 Packer, Wm. F.	Ross Winans,	Baltimore,	March 1, 1840,	18 do	100 do	Ordinary,	Ordinary,	do	Columbia depot,				9,000	9,000
28 Paoli,	M. W. Baldwin,	Philadelphia,	Feb'y 18, 1837,	9 do	80 do	Being repaired,	Good order,	do	Schuylkill plane,	141	17	1,326	7,800	5,000
29 Penn, Wm.	Wm. Norris,	do	Oct. 10, 1835,	9 do	80 do	do	do	Schuylkill level,	Schuylkill level,				6,000	5,500
30 Pennsylvania,	M. W. Baldwin,	do	January 3, 1835,	9½ do	80 do	Ordinary,	do	Parkesburg shop,	Evening line,	1,300	247	19,266	6,317	5,500
31 Pequea,	do	do	April 18, 1837,	12½ do	110 do	do	do	Burden,	Burden,	890	57	1,116	7,500	5,500
32 Philadelphia,	do	do	Nov'r 20, 1834,	8½ do	80 do	Being repaired,	To be repaired,	Parkesburg shop,	Parkesburg shop,				6,317	4,500
33 Porter, Geo. B.	H. R. Campbell,	do	March 1, 1839,	12½ do	110 do	Good order,	do	Burden,	do	1,272	86	6,708	7,500	6,000
34 Sampson,	Sellers & Sons,	do	May 20, 1841,	9½ do	80 do	Ordinary,	do	Schuylkill level,	do				6,500	4,300
35 Schuylkill,	M. W. Baldwin,	do	April 1, 1835,	8½ do	80 do	do	Good order,	Night line,	Burden,	602	68	5,301	6,317	4,700
36 Snyder, Simon	Wm. Norris,	do	March 11, 1839,	10 do	90 do	Being repaired,	do	Norris's shop,	Schuylkill level,				7,500	5,800
37 Telegraph,	Eastwick & Co.	do	April 15, 1837,	9½ do	85 do	Good order,	do	Morning line,	Parkesburg shop,	728	129	10,062	7,000	5,800
38 Virginia,	M. W. Baldwin,	do	Feb'y 18, 1837,	9 do	80 do	Being repaired,	do	Parkesburg shop,	Burden,	112	39	3,042	7,000	5,000
39 West Chester,	do	do	Jan'y 20, 1837,	9 do	80 do	do	To be repaired,	do	Parkesburg shop,				7,000	4,000
40 Westmoreland,	Dotterer & Co.	Reading,	Nov'r 20, 1841,	12 do	110 do	do	Good order,	Burden,	Burden,	2,789	178	13,884	7,500	6,300
41 Wisconsin,	M. W. Baldwin,	Philadelphia,	May 20, 1837,	12½ do	110 do	do	To be repaired,	Lancaster shop,	Parkesburg shop,	185	14	1,002	7,500	0,000
44 Atlantic, Baltimore and Columbus were sold 20th April, 1842.														
										37,321	3,192	248,976	$296,035	$224,609
No. of miles travelled by Locomotive Engines on Schuylkill level,												12,768		
												261,744		

STATEMENT No. 6.

An Inventory of Stock and Materials at Parkesburg shops, 1st March, 1842.

15	pair truck and tank wheels, at $100,	$1,500 00
32	chilled " " " at $20,	640 00
23	driving wheel hubs, at $50,	1,150 00
14	" " tire, 350 lbs. at 12 cts.	588 00
1600	lbs. " " axle iron, at 10 cts.	160 00
385	" springs at 18 cts.	70 00
580	" Norris tank springs, at 15 cts.	87 00
3000	" old copper, at 16 cts,	480 00
50	" sheet copper at 30 cts.	15 00
2000	" miscellaneous iron castings, at 5 cts.	100 00
12000	" " " wrought, at 3 cts.	360 00
4500	" boiler and frame iron, at 6 cts.	270 00
400	" bar iron, at 5 cts.	20 00
300	" block tin, at 25 cts.	75 00
300	" spelter, at 12 cts.	36 00
3000	" old spring steel, at 2 cts.	60 00
400	" cast steel, at 18 cts.	72 00
2500	" new brass castings, at 25 cts.	625 00
2500	" old " " at 12 cts.	300 00
2000	bushels bituminous coal, at 25 cts.	500 00
600	bushels charcoal, at 8 cts.	48 00
18000	feet oak and ash timber, at 2 cts.	360 00
1500	feet pine boards, at 2 cts.	30 00
100	gallons oil, at 80 cts.	80 00
1	Norris engine truck, (old)	100 00
2	" sett pedestals,	150 00
4	domes, at $30,	120 00
3	bells, at $25,	75 00
3	crank axles, at $165,	495 00
Packing yarn, cocks, hose, paint, &c. &c.		300 00
		$8,866 00
16	chilled driving wheels, 1100 lbs. each, at 1 ct.	176 00
62	tank and truck wheel hubs, 350 lbs. each, at 1 ct.	217 00
26	tank and truck wheel tire, 150 lbs. each, at 2 cts.	78 00
6000	lbs. miscellaneous castings, at 1 ct.	60 00
1800	lbs, stationary boiler, at 10 cts.	180 00
1	small stationary engine,	50 00
		$ 9,627 00

STATEMENT No. 7.

An Inventory of Stock and Materials at Parkesburg shops, 30th November, 1842.

38	pair truck and tank wheels, complete at $100,	$3,800 00
29	chilled and tired tank wheels, at $20,	580 00
4	pair driving wheels, complete at $500,	2,000 00
21	hubs " " at $40,	840 00
15	tire " " 350 lbs. at 12 cts.	630 00
45	truck and tank " hubs, 350 lbs. at 1 ct.	157 00
30	" " " tire, 150 lbs. at 2 cts.	90 00
1800	bushels bituminous coal, at 25 cts.	450 00
800	" charcoal, at 7 cts.	56 00
6	tons anthracite coal, at $5,	30 00
3500	Lbs. old copper, at 16 cts.	560 00
1800	" sheet copper, at 30 cts.	540 00
300	" bolting copper, at 40 cts.	120 00
12000	" miscellaneous iron castings, at 3 cts.	360 00
15000	" " " wrought, at 2 cts.	300 00
2000	" boiler, frame and sheet iron, at 6 cts.	120 00
8000	" bar iron, at 5 cts.	400 00
350	" block tin, at 25 cts.	87 00
150	" spelter, at 11 cts.	16 00
700	" lead, at 5 cts.	35 00
1000	" new spring steel, at 7 cts.	70 00
10000	" old " " at 2 cts.	200 00
3000	" new brass castings, at 25 cts.	750 00
1000	" old " " at 12 cts.	120 00
40000	" old iron " at 1 ct.	400 00
1800	" driving wheel axle iron, at 10 cts.	180 00
2600	" truck and tank " " at 6 cts.	156 00
2560	" driving wheel springs, at 17 cts.	435 00
700	" cast and shear steel, at 20 cts.	140 00
100	" brass solder, at 30 cts.	30 00
25000	feet oak and ash timber, &c. at 2 cts.	500 00
4	crank axles, at $165,	660 00
1	sett Norris tank pedestals,	75 00
1	Norris engine truck,	100 00
200	gallons oil, at 85 cts.	170 00
4	domes, at $25,	100 00
5	bells, at $20,	100 00
1	small stationary engine,	75 00
Hose $20, files $275, oil cans $20, nails $15,		330 00
Packing yarn $35, borax $15, emery $10,		60 00
Cocks, hose, screws, valves, whistles, &c. &c.		100 00
		$15,922 00

STATEMENT No. 8.

An Inventory of Machinery, Fixtures and Tools, at Parkesburg Shops, 30th November, 1842.

	shafting, gearing, &c., complete,	$2,000 00
1	stationary engine,	850 00
1	circular saw and frame,	100 00
1	large turning lathe,	1,200 00
1	2d size " "	500 00
1	3d " " "	500 00
2	4th " " " at $300	600 00
1	brass, " "	200 00
1	wood, " "	100 00
2	large boring " at $750	1,500 00
1	screw cutting machine,	500 00
2	drilling, " at $150	300 00
1	punching, "	250 00
1	pair shears for boiler iron,	200 00
1	sett rollers, "	500 00
4	" carpenter tools at $50	200 00
2	" coppersmiths' " at $150	300 00
1	" boiler makers' "	500 00
4	" blacksmiths' " at $200	800 00
16	" machinists' " at $50	800 00
3	" block and tacle at $20	60 00
20	vices, 1700 lbs. at 15cts.	250 00
1	hot water tank,	150 00
2	Vail's jacks, at $80,	160 00
20	small " at $6,	120 00
	sundry patterns,	3,000 00
	Fixtures for hanging and unhanging wheels,	100 00
	" pressing on and off "	75 00
	" stretching tire,	100 00
	" brass foundry, tools, &c., complete,	300 00
	fire engine, hose and buckets,	800 00
2	weigh scales,	50 00
2	snow scrapers, with fixtures complete, at $40,	80 00
		$17,145 00

STATEMENT No. 9,

Exhibiting the estimate of the cost of maintaining Motive Power from December 1st, 1841, to November 30th, 1842, as per report of former Superintendent, made December 1st, 1841; the actual expenditures from March 1st, 1842, to November 30th, 1842, and an estimate of the cost for maintaining Motive Power from December 1st, 1842, to November 30th, 1843.

	Estimate of cost made December 1, 1841.	Actual expendit'rs. from March 1, to November 30th, 1842.	Estimate of cost from Dec. 1st, 1842, to Nov. 30th, 1843.
Master machinist, clerk and mechanics at Parkesburg shop,	$15,000 00	$11,339 74	$15,000 00
Materials for repairs of engines, including castings and ropes, &c.,	15,000 00	8,735 74	12,000 00
Mechanics at repair shop at Columbia,	13,000 00	1,317 31	1,750 00
do do do Schuylkill plane,	900 00	952 67	1,270 00
Despatcher and laborers at Columbia,	1,300 00	2,237 49	2,950 00
do attachers, engineer and firemen of stationary engine and laborers at Schuylkill plane,	6,500 00	5,407 00¾	7,200 00
do engineers, firemen and laborers on Schuylkill level,	3,500 00	2,549 12	3,400 00
do at Lancaster and State agents for burden trains,	1,500 00	None.	
State agents on passenger trains,	4,230 00	1,863 00	2,484 00
Engineers of locomotive engines,	14,000 00	6,405 25	8,540 00
Firemen of do do	9,000 00	4,733 82	6,300 00
Watermen,	6,205 00	1,783 10	2,400 00

Sawing wood,	8,760 00	1,576 62	2,200 00
Water companies and individuals for water,	1,220 00	736 63	850 00
Coal,	10,000 00	4,035 00	10,500 00
Wood, including carrying, cording, removing and inspecting,	37,500 00	19,826 53	21,000 00
Oil,	6,200 00	3,104 84	4,500 00
Repairs of engines done at manufacturing establishments,	8,000 00	452 74	1,200 00
Miscellaneous, stationary and printing,	1,000 00	383 83	500 00
Horse power on Schuylkill level, at Schuylkill plane, and at Columbia,	6,500 00	3,169 46	4,500 00
Superintendent and clerk,	2,500 00	1,986 50	2,500 00
Rope for Schuylkill plane,	4,000 00	4,155 37	4,155 00
	$164,120 00	$86,762 22	$115,199 00

STATEMENT No. 10,

Showing the total expenses and receipts on the Columbia and Philadelphia railroad, from March 1st, 1842, to November 30th, 1842.

For repairs of road from March 1st, to April 1st,	$ 3,730 00
do of " from April 1st, to Nov. 30th, as per statement No. 3,	37,047 97
For expenses of motive power, from March 1st, to November 30th,	86,762 48
For collectors and weighmasters,	4,959 00
	132,499 45
Receipts of road tolls from March 1st, to April 1st,	$ 15,483 54½
" of " from April 1st, to Nov. 30th,	133,885 35
" of motive power from March 1st, to Nov. 30th,	157,227 76
	$306,596 65½
Deduct expenses as above,	132,499 45
Total profits for nine months,	174,097 20
Add amount received for engines and other articles sold,	2,567 23
	$176,664 43

REPORT

OF

JOHN MITCHELL,

SUPERVISOR ON THE ERIE EXTENSION.

To the Board of Canal Commissioners of Pennsylvania:

GENTLEMEN:—I have the honor herewith to present you my annual report upon the Erie extension of the Pennsylvania canal.

By an Act of the Legislature, passed June 24th, 1842, it was decreed, "that no work except for repairs, should be done on the public works, until hereafter directed by law." This of course, put a stop to the operations on the unfinished line under my charge, from Conneaut Lake to Erie.

Under the Act of the General Assembly of the 7th April, 1842, the contractors on the Erie extension were authorized to have credits upon the books of the Auditor General and to receive certificates for the same, and I accordingly prepared their respective accounts for that purpose. The amount thus credited, embracing every object of expenditure, is as follows, viz:

LINES.	Bear'g interest from 1st May, 1841.	Bear'g interest from 7th April, 1842.	Total.
On Conneaut line,	$ 76,038 28¾	$243,949 99	$319,988 27¾
On Shenango line,	32,755 76	61,024 89½	93,780 65½
	$108,794 04¾	$ 304,974 88½	$413,768 93¼

Since the date of my last report, the Shenango line and French Creek feeder have been opened for public use, from Greenville to the head of the pool at Bemus' dam, above Meadville, a distance of forty-five miles. This makes a continuous canal communication from the Ohio river, of 118¾ miles. The Conneaut line, only, remains to complete the original design of connecting the city of Philadel-

phia with Lake Erie, by canals and railroads, constructed at the expense of the State. This line is 45½ miles long, of which about 42½ miles of the body of the canal, are completed; the remaining distance of three miles, (in short unconnected sections,) comprising twenty-four locks and two heavy aqueducts, upon which a large amount of work has been done, are yet unfinished. By dispensing with the lockhouses, substituting spills for regular waste wiers, changing in some respects the plans of work yet to be done, and leaving out portions not essential to the introduction of water, this line may be rendered navigable to Erie, for the sum of $200,000.

I have estimated the cost to the State of *abandonment* of this work, as per detailed statement herewith submitted, at $2,883,893 18. In arriving at this result, the Board will observe that I have only taken into consideration the amount already expended on the *Conneaut* line alone, leaving entirely out of view the yearly loss of interest, which must accrue to the State on the Shenango and Beaver lines already finished, until the connection with the Lake be effected. There are many important additional considerations in favor of the immediate completion of the Conneaut line, to some of which, it is intended to advert; but the simple fact, that the State of Pennsylvania is called upon to decide between the expenditure of $200,000, on the one hand, or the total loss of $2,883,893,18, on the other, would seem to render the determination of the question in favor of completion, almost inevitable.

A strong argument in favor of immediate completion, arises from the fact, that labor and provision are now at the lowest rate; so that the work can be done upon the most advantageous terms to the Commonwealth.

In the history of our public improvements there has never been, in this respect, a more propitious period.

Economy being the present, and true policy of Pennsylvania, it would seem only necessary to point out the great saving to the State, which the completion of this line will effect, to insure the active co-operation of every one in its favor.

It must be evident that the *Shenango* line cannot be expected to yield much revenue until the connection is made with the Lake. Its whole trade must necessarily be of a local character, and the rich and inexhaustible mines of coal which line its borders, must remain comparatively dormant, until the grand outlet to the Lake market is opened. What could have been the present condition of the great Erie canal, in the State of New York, had it been only finished to within forty-five miles of the Lake, and then stopped? Where would have been the revenue of nearly two millions of dollars annually, which that State now derives from that canal? Such a termination of that improvement, would certainly at this day, appear very ridiculous; and yet, it would not in any degree be more injurious to the interests of New York, than the abandonment of our

own Erie canal would be detrimental to the interests of Pennsylvania.

It must be kept in view, that by the completion of the Conneaut line, the State is not to derive toll, merely, on the forty-five and a half miles, but on the *whole* distance to the Ohio river, one hundred and thirty-six miles; and that a great trade is to be at once introduced upon the Pennsylvania works, from which, without this last link, she must be forever debarred.

Up to the year 1835, the States beyond the western termination of the Erie canal, had but little surplus to export. In that year, 15,935 tons of wheat and flour were shipped on the canal at Buffalo. In 1841, only six years afterwards, it had increased to 131,114 tons, equal to 1,300,000 barrels, and during this interval, an immense quantity of the products of the west, was shipped by way of Canada, through the Welland canal; so that the gross total in 1841, amounted to 331,500 tons. From an official return of the collector of Customs at *Cleveland*, it appears that above $10,000,000 worth of merchandize passed through that port in 1840, for the supply of the country adjacent, and the States to which the Ohio canal serves as the vehicle of communication.

Now, how can the Cleveland and Portsmouth canal or the cross-cut canal, compete with the Erie extension for the great and increasing trade between the Mississippi valley and western New York and Canada? A comparison will shew: the distance by canal between steamboat navigation on the Ohio, at Portsmouth, and Cleveland, is three hundred and six miles; the distance by canal between steamboat navigation on the Ohio, at the mouth of Beaver river, and Cleveland, is one hundred and forty-four miles. The distance by canal from the latter mentioned point on the Ohio, to Erie, is only one hundred and thirty-six miles; and, the Pennsylvania and Erie canal is, in every respect, superior to either of the others. In addition to this, there cannot at any future period, be a *nearer* or better canal connection made between steamboat navigation on the Ohio and the Lakes, than by the way of the Erie extension.

The superiority of Erie as a *harbor*, is well known to all who are familiar with the Lake country. It was the first undertaken by the General Government, in the year 1824, and from that time forward, fifteen other harbors were projected. In the language of Col. J. J. Abert: "This is the only harbor, in fact, on this Lake, in which a fleet can be assembled, and where it can be completely protected against weather, or an enemy; it is also one of the points of connection between the commerce of the Atlantic and the western States and Lakes, by means of the canals and railroads already made and in course of construction in the State of Pennsylvania. The natural advantages of this harbor, are *greater* than those at Buffalo, *and it is undoubtedly destined, at some future and not distant day, to rival Buffalo in its present character of the great depot of the west.*" Captain Williams, the experienced Government Engineer, in charge

of the Lake harbors, fully concurs in these views. They are entirely disinterested; and the opinions thus expressed, were given deliberately to the General Government: there can be no question of their truth.

The recent decision of the Government in favor of building the first iron steamer on the Lakes, at this port, is also conclusive evidence of what has been advanced. Another important fact should not be forgotten, that Erie harbor is always open from three to six weeks earlier in the spring, than the harbor at Buffalo, an advantage to business men at that particular season which they well know how to appreciate. But independent of the general trade which must seek this canal as its natural, most convenient and cheapest outlet, and of all considerations which ought to govern Pennsylvania in establishing and supporting this port, the only hold she has upon the confines of the vast Lake region, it can be clearly shown that the *coal trade, alone*, from the Shenango valley of Lake Erie, offers ample inducement for a far more liberal appropriation than the small pittance required to bring the canal into successful operation. Those who have used this particular coal, unite in testifying to its superiority over any other Bituminous coal yet found in the United States, and an immense body of it lies along the canal, at an average distance of less than fifty miles from Erie. When every thing else might fail, this staple article of consumption is a sure source of revenue. Coal of an inferior quality to this has been delivered by the Ohio canal at Cleveland, and its use gradually spreading along the Lake, and into New York and Canada, and amongst the steamboats; but a little time will elapse until coal shall become the universal fuel at every city and village and workshop within its reach. Upon the completion of this canal, coal can be sold at Erie for 9 cents, or less, per bushel, or about $2 70 per ton. It will then be cheaper than wood.

Look for a moment at the wonderful increase in the coal business which has taken place in the eastern part of this State. In 1824, there were but 9,541 tons sent to market, whilst in 1841, there were *one million and fifty-seven thousand tons;* and the Bituminous coal trade in the vicinity of Pittsburg has been regularly increasing almost as rapid. Similar results may confidently be anticipated in this region.

The people of this part of Pennsylvania have watched with painful anxiety for the long promised completion of this work, with which their welfare is so intimately interwoven; and they hope that when its actual condition is fully understood, and that when the Legislature is convinced that it is required by the best interests of the State, that so large a portion as one hundred thousand of their fellow-citizens may be materially benefitted without injury to any other portion of the Commonwealth, they will not hesitate to enter at once, heart and hand into the cause, and throw open this great avenue of trade.

That the finances of the State are much embarrassed, cannot be

denied; but when we can point out to the Legislature where they possess the means necessary to effect this great object without resorting to foreign loans, it cannot be believed that so important a State interest can be longer overlooked.

That the expenditure of $3,091 844, already made upon the Erie extension, (when so small a sum as $200,000 only, is required to bring this whole capital into active employment,) should be irretrievably lost to the State for want of a just conception of the case by an intelligent Legislature, would be a tale almost too romantic to be entertained by any Pennsylvanian.

There are two modes of obtaining the funds necessary to complete this work, either of which, if adopted, will effect the end in view. The first, without an addition to the present amount of currency, and the second, with an increase of the Relief Notes, authorized by the act of the 4th May, 1841.

I am under the impression that the Bank of Pennsylvania still holds a considerable amount of State funds, deposited for the purpose of paying the interest of the public debt. The Bank offered to pay this in Relief Notes, with a premium of 8 per cent., which offer was refused by the Governor and the Legislature at their last session.—Now, if the present Legislature would appropriate, say $200,000 of this sum, to the completion of the Conneaut line, and agree to take the money, even at par, the canal can be finished. Should this project fail, let the Legislature authorize the appropriation of $200,000 to the Conneaut line, to be raised under the provisions of the act of 4th May, 1841, provided any accepting Bank under that act will take the loan and make the issue. Either of these propositions is within the power of the Legislature to adopt, and either of them, if carried out, will afford the means of completing the original magnificent design of connecting the Atlantic with the Lakes, within our own territory.

Respectfully submitted.

J. MITCHELL, *Supervisor.*

STATEMENT

Of the amount of work done on the Shenango Line of the Erie Extension, prior to the 1st of May, 1841, and since that time, for which credits are entered on the books of the Auditor General, in pursuance of Act of General Assembly of 7th April, 1842.

ON SECTIONS.

Section.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
No. 62	John Gilchrist	758 21	1,005 82	1,764 03
64	Rankin & Rowley	1,115 70	5,797 22	6,912 92
66	Hall & Miles	4,175 73	3,506 42	7,682 15
67	Henry Hurst	1,655 01¾	1,848 66	3,503 67¾
69	S. & C. Rhoads	956 61½	4,745 95	5,702 56½
77	Loring Lusk	3,786 54	3,203 27	6,989 81
78	Stratton & Cummings	2,145 24	2,375 03	4,520 27
79	Prentiss & Struthers	1,495 19	2,867 21	4,362 40
		$16,088 24¼	$25,349 58	$41,437 82¼

LOCKS.

No. of Locks.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
27	A. & M. Coreys	1,428 08	4,143 90	5,571 98
32	Joseph Chamberlain	1,110 89½	3,470 49	4,581 38½
33	John Gilchrist	1,184 79	3,563 70	4,748 49
36	Joseph Chamberlain	1,293 20½	7,204 54½	8,497 75
44	D. & W. Lockhart	2,014 43	2,354 63	4,369 06
		$7,031 40	$20,737 26½	$27,768 66½

BRIDGES.

Location of bridges.				
Evansburg bridge and causeway.	Rhoads & Burns	2,101 23½	1,156 31	3,257 54½
Road bridge No 17.	Rhoads & M'Kean	66 80	497 63	564 43
		$2,168 03½	$1,653 94	$3,821 97½

CLEARING SECTIONS—CONNEAUT RESERVOIR.

Section.				
No. 3	C. G. Carver,	121 50	833 31	954 81
5	Rankin & Rowley,	225 75	534 45	760 20
7	M'Clelland, Smith & Co.,	183 75	398 75	582 50
13	Cullum, Thorp & Porter,	130 20	1,165 60	1,295 80
19	Rankin & Rowley,	199 50	1,127 00	1,326 50
21	Mathers & Smith,	106 87¼	495 66	602 53¼
25	Fish & Robinson,	193 50	159 00	352 50
27	William S. Rankin,	117 30	557 29	674 59
30	Otis French,	20 63	134 50	155 13
		$ 1,299 00¼	$ 5,405 56	$ 6,704 56¼

CONNEAUT WASTE WIER AND DAM.

	James Worrall,		1,219 33	1,219 33
No. 21	S. B. Sibert (waste wier),	40 50	1,156 29	1,196 79
	J. M. Power (do. Pymatuning),	129 06½	5,502 93	5,631 99½
		$ 169 56½	$ 7,878 55	$ 8,048 11½

ON FENCES.

Location.	Contractors.	Work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
Section 10	Matthias Sweesy,	$8 26		$8 26
	John Babbit,	12 48		12 48
Lock 16	William Dickey,	17 32		17 32
Section	Elias Bates,	32 12		32 12
Section 26	William Clark,	56 25		56 25
9	Thomas Mitcheltree,	10 02		10 02
6	Henry Tamblyn,	14 37½		14 37½
13	Elijah Satterfield,	46 00		46 00
	Elijah D. Satterfield,	7 44		7 44
6	John Piper,	41 25		41 25
6 & 7	Robert Buchanan,	39 50		39 50
		$299 51½		$299 51½

ON DAMAGES.

To whom.	For what.	Prior to the 1st May, 1841.	After the 1st May, 1841.	Total.
J. Henry,	Land, Pymatuning Reservoir,	$500 00		$500 00
John Christy,	On Contract,	500 00		500 00
James R. Wick,	On offer of Board,	100 00		100 00
John Christy,	do. do.	1,000 00		1,000 00
Thomas Hossack,	(Lands, Conneaut Lake) do.	900 00		900 00
William Clarke,	On offers of Board,	2,700 00		2,700 00
		$5,700 00		$5,700 00

RECAPITULATION

Of Credits entered on the books of the Auditor General, for work done on the SHENANGO LINE of the Erie Extension of the Pennsylvania Canal, in pursuance of Act of General Assembly of 7th April, 1842:

	Bearing interest from 1st May, 1841.	Bearing interest from 7th April, 1842.	Total.
On Sections,	$16,088 24¼	$25,349 58	$41,437 82¼
Locks,	7,031 40	20,737 26½	27,768 66½
Bridges,	2,168 03½	1,653 94	3,821 97½
Clearing Sections,	1,299 00¼	5,405 56	6,704 56¼
Waste Wiers,	169 56½	7,878 55	8,048 11½
Fences,	299 51½		299 51½
Damages,	5,700 00		5,700 00
	$32,755 76	$61,024 89½	$93,780 65½

GENERAL RECAPITULATION.

On Conneaut Line,	76,038 28¾	243,949 99	319,988 27¾
Shenango Line,	32,755 76	61,024 89½	93,780 65½
	$108,794 04¾	$304,974 88½	$413,768 93¼

STATEMENT

Showing the amount of work done on the Conneaut Line of the Erie Extension, prior to 1st May, 1841, and since that time, for which credits are entered on the books of the Auditor General, in pursuance of Act of General Assembly of 7th April, 1842:

ON SECTIONS.

No. of Section.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
2	John Gehr & Co,	1,680 57½		1,680 57½
3	Robert S. Henderson & Co.	1,500 56½	4,112 50	5,613 06½
6	Leonard & Shilleto,	920 98	1,066 49	1,987 47
7	Colt & Howell,	429 57	1,287 88	1,717 45
8	Fisher & Miles,	87 52	2,991 81½	3,079 33½
9	Lord & Walker,	250 83	1,349 24	1,600 07
10	Davenport & Hammon,	311 64½		311 64½
12	S. B. & G. Lowry,	551 55	116 80	668 35
13	W. W. Miles,	1,184 25	4,762 41	5,946 66
14	Coyle & Murray,	161 16	4,450 96	4,612 12
15	Long & Gelvin,	369 65½	1,165 90	1,535 55½
16	McCabe & McCaughey,	664 54	572 76½	1,237 30½
17	Henry White,	187 06		187 06
18	McCullough & Drain,	536 91½	69 00	605 91½

ON SECTIONS.

Continued.

No. of Section.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
19	G. & W. H. P. Hurst,	685 34	1,112 46	1,797 80
21	Cochran & Duncan,	577 21	666 84	1,244 05
23	Hugh Fitzpatrick, Jr.,	751 55½	1,589 63	2,341 18½
24	J. M. Green,	158 73		158 73
26	F. J. Christie,	718 10	560 26	1,278 36
29	Colt & Losey,	666 64		666 64
30	F. J. Christie,	1,309 95	4,027 50	5,337 45
31	Hall & Duncan,	307 77		307 77
32	Harvey Bailey,	358 88	105 00	463 88
33	Richard Mills,	2,639 47¾	16,347 08	18,986 55¾
37	Rankin & Rowley,	3,029 43	3,948 38	6,977 81½
38	Guy, Bates & Co.	1,743 91	5,905 65¼	7,649 56¼
41	Luther Hibbard,	240 00	2,016 16	2,256 16
44	McQuaid, Shugart & Co.	686 25½	1,513 95	2,200 20½
45	Fisher & Miles,	1,068 04	1,283 28½	2,351 32½
51	William Hastings,	412 56	3,043 50½	3,456 06½
52	William Hastings,	339 06	5,463 42	5,802 48
53	Brawley, Loomis & Co.	450 68	1,186 66	1,637 34

54	Brawley, Loomis & Co.	162 15	215 00	377 15
56	Charles O'Friel,	257 40½	1,283 75	1,541 15½
57	Duncan & Dickson,	356 24		356 24
		$25,756 19¾	$72,214 29¾	$97,970 49½

ON LOCKS.

No. 1	William Porter & Co.	692 59½	4,250 33½	4,942 93
2	William Porter & Co.	836 72	2,353 27½	3,189 99½
3	Lowry & Henderson,	1,189 86½	792 84½	1,982 71
4	Lowry & Henderson,	1,125 85½	674 51½	1,800 37
5	Lowry & Henderson,	1,128 45	3,184 16¼	4,312 61¼
6	Graham, Hatfield & Co.	777 49½	3,245 10	4,022 59½
7	Graham, Hatfield & Co.	1,099 72½	1,765 10½	2,864 83
8	Graham, Hatfield & Co.	602 40	4,761 86½	5,364 26½
9	Clarke & Warner,		4,084 01¼	4,084 01¼
10	Clarke & Warner,		4,967 33¼	4,967 33¼
11	Clarke & Warner,		3,344 36¾	3,344 36¾
12	McNamara & Ramsey,	561 15	3,664 88	4,226 03
14	Bell & Jamison,	876 19½	1,911 15	2 787 34½
15	Bell & Jamison,	1,272 33½	2,392 91	3,665 24½
16	William Cox,	832 24	4,994 37	5,826 61
17	McGrann & Fitzpatrick,	830 19	4,057 06¾	4,887 25¾
19	Gage & Holt,	1,230 34¼	141 00	1,371 34¼
23	Hammon & King,	878 44½		878 44½
24	Hammon & King,	637 60½	722 78½	1,360 39

ON LOCKS—*Continued.*

No. of Lock.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
25	Hall & Bowlby,	670 81	1,074 44	1,745 25
26	Hall & Bowlby,	487 69	2,452 81½	2,940 50½
27	Doty & Townsend,	495 65½	600 00	1,095 65½
28	Whallon, Rouse & Co.	1,076 91½	3,373 34¾	4,450 26¼
29	Whallon, Rouse & Co.	1,198 15	2,837 56½	4,035 71½
30	C. R. Mott & Co.	881 06¾	3,935 05½	4,816 12¼
31	C. R. Mott & Co.	1,003 45½	4,696 87½	5,700 33
32	H. M. Bliss,	690 74	6,423 68½	7,114 42½
33	H. M. Bliss,	544 58	86 32	630 90
34	H. M. Bliss,	464 34	813 28½	1,277 62½
35	James Gamble,	385 89	655 45½	1,041 34½
36	James Gamble,	337 75	569 26½	907 01½
37	James Gamble,	337 06	274 90	611 96
38	Timothy Ives, Jr.	683 24	5,253 58	5,936 82
39	Timothy Ives, Jr.	667 31½	5,286 64	5,953 95½
40	Timothy Ives, Jr.	680 79	6,408 59	7,089 38
41	Killian Epley,	348 48	8,698 07½	9,046 55½
42	Killian Epley,	327 31	8,499 19½	8,826 50½
43	Killian Epley,	364 49	8,466 06½	8,830 55½
44	Blattenberger, Nagle & Co.	204 69	2,537 43	2,742 12

45	Blattenberger, Nagle & Co.	198 64½	377 33½	575 98
46	Blattenberger, Nagle & Co.	249 05	1,800 70	2,049 75
47	Blattenberger, Nagle & Co.	1,323 65½	1,395 54½	2,719 20
48	Blattenberger, Nagle & Co.	904 43	3,185 33½	3,989 76½
49	Hiram A. Beebe & Co.	1,270 00½	462 14	1,732 14½
50	J. & W. Thompson,	608 13½	6,236 92	6,845 05½
51	J. & W. Thompson,	497 38½	2,506 70½	3,004 09
52	Francis McGrath,	892 86	2,752 19½	3,645 05½
53	Francis McGrath,	843 75½	1,896 08	2,739 83½
54	A. W. Wasson,	926 91	2,824 97½	3,751 88½
65	Galbraith & McClure,	722 80½	6,051 98½	6,774 79
66	Galbraith & McClure,	1,153 47½	3,719 69	4,873 16½
69	Jackson & McCraken,	941 40	6,109 75½	7,051 15½
70	Lauman & Bailey,	937 88	457 12½	1,395 00½
71	Lauman & Bailey,	652 17	393 00	1,045 17
		$38,444 58½	$164,419 14½	$202,863 73

ON AQUEDUCTS.

No. 1	William Searight,	3,481 56½		3,481 56½
2	Dripps & Ferguson,	3,941 45		3,941 45
		$7,423 01½		$7,423 01½

ON CULVERT AND CULVERT SECTIONS.

No. of Culvert.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
1	M. B. Lowry, attorney of M'Cabe & M'Caughy,	$540 17¼	$807 81¾	$1,347 99
2	Grier and Fry,	553 82½	1,991 36	2,545 18½
3	Patrick O'Brien,		2,452 04	2,452 04
		$1,093 99¾	$5,251 21½	$6,345 21½

ON BRIDGES.

Where located.	Contractors.	Retained per cent. for work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
Road bridge No. 1, lock sec. 59,	Philip D. Bryant,	$152 97½	$100 00	$252 97½
Farm do. No. 1, on sec. 59,	Do.	43 65½	45 00	88 65½
Farm do. No. 1, on sec. 56,	Caughey, Sturgeon & Caughey,	32 88½	26 32	59 20½

Road bridge No 1, on sec. 54,	Caughey, Sturgeon & Caughey,	36 36	99 00	135 36
do. No. 1, on sec. 36,	J. &. A. Anderson,	28 93		28 93
do. No. 1, between locks 33 & 34,	do.	49 97		49 97
do. No. 2, on sec. 25,	M. & D. A. Jackson,	64 79½		64 79½
do. No. 1, on sec. 21,	Battles & Rose,	26 62		26 62
do. No. 2, on sec. 18,	Wilson King,	29 33	199 38	228 71
Farm bridge No. 1, on sec. 17,	M'Kray & Grier,	33 31		33 31
Farm & tow'g path, No. 1, lock sec. 5,	do.	35 47½	122 32	157 79½
Road bridge No. 1, sec. 23,	Claud Robinson,	30 18	121 39	151 57
do. No. 2, sec. 23,	do.	30 18	115 74	145 92
do. No. 1, on lock sec. 11,	J. & A. M'Dowell,	22 04	133 52	155 56
do. No. 1, sec. 8,	do.	22 19	114 22	136 41
Farm bridge No. 1, sec. 15,	Hall & Bowlby,	18 13½	30 00	48 13½
Road & tow'g path, No. 1, lock sec. 15,	William E. Robinson,	18 87		18 87
Road bridge No. 1, sec. 32,	William Green,	19 08		19 08
Farm bridge No. 1, sec. 55,	Samuel Pherrin,	26 35	152 29	178 64
Road bridge No. 1, lock sec. 23,	John Quigley,	30 99		30 99
do. No. 1, sec. 10,	do.	30 99		30 99
		$783 31	$1,259 18	$2,042 49

WATER LIME—delivered prior to 4th May, 1841.

To John S. King & Co., balance due, - - - - - - $630 06

ON FENCING.

Location of Fences.	Contractors.	Work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
On Section 17	Jesse Church,	$4 37½		$4 37½
do. 22	Francis Randall,	32 40		32 40
do. 21	Marsena Keep,	24 42½		24 42½
do. 22	Jacob Graff,	16 57½		16 57½
do. 23	George Wickwise,	33 60		33 60
do. 23	S. P. Randall,	2 87½		2 87½
do. 23	Adam Garey,	27 68¾		27 68¾
do. 17 & 18	Elijah Thomas,	33 27½		33 27½
do. 36 & 37	Ethan Loveridge,	11 28		11 28
do. 26	Samuel Bradish,	50 90		50 90
do. 31	Samuel Wells,	17 04		17 04
do. 31	William Green,	27 80		27 80
do. 21	Francis Belknap,	7 70		7 70
do. 19	Walter Hewit,	19 32½		19 32½
do. 18	Aminda Hyde,	3 00		3 00
do. 17	Watkins Powell,	62 95		62 95
do. 28	James Pomroy,	13 20		13 20
do. 27	T. & W. Hurst,	7 20		7 20
do. 20 & 21	T. J. Lowry,	18 20		18 20
do. 16	Howell Powell,	53 20		53 20

On Section	No. 21	Andrew Cole,	19 50		19 50
do.	14	Isaac W. Pond,	27 30		27 30
do.	16	Thomas Bowman,	25 85		25 85
do.	18 & 19	James Fetterman,	18 90		18 90
do.	23 & 24	M. A. Bumpus,	35 50½		35 50½
do.	24 & 25	Michael Jackson,	12 65		12 65
do.	9	Freedom Lord,	17 34		17 34
do.	10	C. Davenport,	72 26		72 26
do.	32	John Sawdy,	22 92		22 92
do.	38 & 39	Rufus Hills,	99 30		99 30
Lock section	14 & 15	John Wenger,	35 10		35 10
Sections	29 & 30	Macksin T. Randall,	36 36		36 36
Section	18	David Vagher,	12 25		12 25
Lock section	16	William Walker,	22 16		22 16
Section	30	A. Carpenter,	21 88		21 88
do.	29	Nathaniel Pomroy,	37 50		37 50
do.	56	Thomas Willis,	16 54		16 54
do.	47	Samuel G. M'Cleary,	27 02		27 02
Sec. 50, 51 & lock sec.	49	Cornelius Hagerty,	5 88		5 88
Section	47	Rev. J. Eaton,	5 40		5 40
do.	47	Joseph Orr,	11 82		11 82
do.	43	David H. Chapman,	83 22		83 22
do.	18	Obed Wells,	73 52½		73 52½
do.	34 & 35	Robert Porter,		43 84	43 84
do.	44 & 45	Judah C. Sturgeon,		25 00	25 00
do.	31 & 32	John Pease,		44 62	44 62
do.	12	James Power,	45 38		45 38
do.	14	Henry Pond,		48 64	48 64

ON FENCING—*Continued.*

Location of Fences.	Contractors.	Work done prior to 1st May, 1841.	Work done since 1st May, 1841.	Total.
Section 14	Peter Eighmy,		33 88	33 88
Lock section 12	Alexander McDowell,		21 60	21 60
Section 8	James McDowell,		2 76	2 76
do 13 & 14	Robert Forster,		28 00	28 00
do 14	A. A. Hollenback,		13 00	13 00
do 15	Barnabas Hall,		17 50	17 50
Lock section 24 & 25	Collins Hall,		67 20	67 20
Section 33	Hugh Laughlin,		14 98	14 98
do 33	James J. Halstead,		13 16	13 16
Lock section 32 & 33	G. C. Cranston,		6 00	6 00
do do 27	H. Dorchey,		19 04	19 04
Section 57	Freeman Patterson,		16 10	16 10
Lock section 54	Rudy Shank,		16 50	16 50
Section 55	John McKee,		43 00	43 00
do 15	Orrin Hall,		32 48	32 48
		$1,252 56¾	$507 30	$1,759 86¾

INCIDENTAL AND CONTINGENT.

To whom.	For what.	Prior to 1st May, 1841.	After 1st May, 1841.	Total.
Jasper Woodworth,	Office rent, and fuel for engineers,		30 00	30 00
Charles M. Reed,	Storage, water lime,		56 87	56 87
P. S. V. Hamot,	Storage and cooperage, water lime,		136 15	136 15
P. S. V. Hamot,	Office rent,		75 83	75 83
James Power,	Labor on section 12,	31 00		31 00
		$31 00	$298 85	$329 85

DAMAGES PAID ON OFFERS OF THE BOARD.

Leffert Hart,	Sinking well, &c. &c.	30 00		30 00
Frederick Smith,	Damages to distillery,	200 00		200 00
Thomas Plues,	For abandonment of contract, balance due,	393 55½		393 55½
		$623 55½		$623 55½

RECAPITULATION

Of credits entered on the Books of the Auditor General, for work done on the CONNEAUT LINE, Erie extension of the Pennsylvania canal, in pursuance of an Act of General Assembly of 7th April, 1842.

	Bearing interest from 1st May, 1841.	Bearing interest from 7th April, 1842.	Total.
On Sections,	$25,756 19¾	$72,214 29¾	$97,970 49½
Locks,	38,444 58½	164,419 14½	202,863 73
Aqueducts,	7,423 01½		7,423 01½
Culverts,	1,093 99¾	5,251 21¾	6,345 21½
Bridges,	783 31	1,259 18	2,042 49
Water lime,	630 06		630 06
Fences,	1,252 56¾	507 30	1,759 86¾
Incidental & contingent,	31 00	298 85	329 85
Damages,	623 55½		623 55½
	$76,038 28¾	$243,949 99	$319,988 27¾

STATEMENT

Of the cost of abandonment of the Conneaut Line of the Erie Extension.

Items.		*Total loss by abandonment.*
No. 1.	Estimated damages to contractors on amount under contract, yet unfinished,	$40,000 00
2.	Damages to land owners, on file in Canal Commissioners' office, not yet acted upon,	80,000 00
3.	Damage cases acted on by the Board, not paid or settled,	88,500 00
4.	Damage cases not yet applied for, one hundred and ninety-five, estimated to average $500 each,	97,500 00

5.	One hundred and ten cases damages for land occupied by prism of canal, average $250 each	27,500 00
6.	Interest on amount of cost already incurred, from Conneaut Lake to Lake Erie, 5 per cent. on $1,342,312 20, until 1861, say 18 years, the average period of reimbursement,	1,208,080 98
7.	Capital to be paid at the end of average period of reimbursement.	1,342,312 20
		$2,883,893 18

REPORT

OF

J. B. MOORHEAD,

SUPERVISOR OF THE COLUMBIA RAILROAD.

To the President and Board of Canal Commissioners of Pennsylvania:

GENTLEMEN:—In obedience to your instructions, I have the honor to make the following report, accompanied by tabular statements exhibiting the amount of receipts and expenditures in the supervisor's department, on the Columbia and Philadelphia railroad, since it came under my charge:

The road being formerly divided into several sections, with a separate supervisor for each, it was necessary to combine their several reports, to ascertain the general result.

On the first of April last, the whole road, 82 miles in length, was placed under my care by the Board, as supervisor, and I am therefore able to give a full statement of its affairs since that time; but as I have had charge of this department only since the 1st of April, and as there are no books or papers in my possession to furnish certain data for the four months preceding, my statements will necessarily be confined to the eight months, from April 1st to Nov. 30th, 1842, instead of including the whole fiscal year.

As I have the duties of Superintendent of Motive Power to discharge, in addition to the duties of supervisor, it was deemed necessary that an assistant supervisor should be appointed to superintend the repairs. Mr Joseph Collins has discharged the duties of assistant, with what credit to himself the present conditiou of the road will show.

When I took charge of the road, some parts of it required immediate and heavy outlays to place it in good repair; and it will be seen by reference to statement No. 4, that this department was incumbered with a debt of $112,612 71¾. This burden of old debt

being due in small amounts to a great number of persons, has been a source of endless difficulty and vexation.

The receipts of the road tolls being paid into the Treasury, there is no fund for the payment of these claims, except by appropriation of the Legislature, or under the provisions of the law passed for the benefit of domestic creditors. It will be seen by reference to the same table, (No. 4,) that I have paid $8,899 44, out of the appropriation made by the last Legislature, and I have settled, (by giving certificates to the Auditor General, agreeably to the plan devised for the settlement of claims under the domestic creditor law,) claims to the amount of $40,678 71; making in all settled, $49,578 15; and leaving $63,034 56¾, still unsettled.

The attempt to discharge these debts, under the provisions of the domestic creditor law, is found to be unjust and oppressive in its operation—the claims being generally small and a pro rata dividend only being paid under that law, once in three months, at the State Treasury. The holder is obliged to make a journey to Harrisburg, every three months, to obtain a sum which will probably not pay his travelling expenses, or choose, as he generally does, to hold his claim without receiving any thing. Many of these persons, too, have been thrown out of employment by the system of curtailment adopted by the Board, and in the present depression of every kind of business, are reduced to a state of absolute want. I therefore, earnestly recommend to the Board, to urge upon the Legislature the propriety of making provisions by which the claims upon the Commonwealth by those laboring men may be discharged at an early day.

By reference to statement No. 2, it will be seen that the road tolls collected from April 1st to Nov. 30th, 1842, (8 months,) amount to $133,885 35, and the expenses for repairs during the same time, paid and unpaid, amount to $37,047 97, leaving a clear profit of $96,837 38.

For a full account of all receipts and expenditures on the road, I beg leave to refer you to my report on motive power, which shows the gratifying result of a clear profit of $174,097 20, in nine months; and proves the perfect capacity of this road, when economically managed, to produce a handsome revenue to the Commonwealth.

From the reports of the fiscal year ending Dec. 1, 1841, (including 13 months,) it appears that the expenses for repairs were $93,254 78, affording an average of $7,173 44 per month. The present report shows an average expense per month, during the last 8 months, of $4,630 99, and my estimate in statement No. 4, of expenses for the year 1843, ($48,300,) gives an average monthly expense of $4,025. This estimate, I think, will be found high enough.

The road is generally in good order.

I cannot close this report without again recommending to the Board the plan of having the repairs done by contract. In obedience to the instructions of the Board, I advertised to receive proposals for keeping in repair the eastern portion of the road, from Parkesburg

to Philadelphia, a distance of 45 miles. I divided it into nine sections, of 5 miles each. An average of the bids received for doing all ordinary repairs to the track for one year were something less than $300 per mile. By reference to the cost of labor, as per statement No. 3, it will be seen that the expenses under the present system, for ordinary repairs, gives an average of $519 32 per mile, per annum. I confidently believe the result of the proposed mode of keeping the road in repair, if properly carried out, would be fully equal to the above example, and the road kept in as good condition as under the present system.

I beg leave, respectfully, to refer you to the report of Charles L. Schlatter, Esquire, Principal Engineer, for a more full statement of the condition of the road and bridges, and the repairs required to be done during the year 1843.

All of which is respectfully submitted.

J. B. MOORHEAD,
Supervisor.

SUPERVISOR'S OFFICE,
Parkesburg, Dec. 1st, 1842.

STATEMENT No. 1,

Showing the Supervisor's account with the State Treasurer.

Amount drawn from Treasurer of Board of Canal Commissioners, from 1st April to 30th November, 1842,		$38,354 71
Amount paid for repairs during same period. See statement No. 3,	$29,438 34	
Amount paid on debts contracted prior to April 1st, 1842,	8,899 44	
		38,337 78
Balance due the Commonwealth,		16 93

STATEMENT No. 2,

Showing the amount of road tolls collected from April 1st, 1842, to November 30, 1842, and the expenses of repairs during the same period.

Amount of road tolls collected as per report of collectors,		$133,885 35
Amount paid for current expenses of repairs. See statement No. 3,	$29,438 34	
Amount of expenses unpaid. See statement No. 3,	7,609 63	
		37,047 97
Excess of tolls over expenses,		$96,837 38

STATEMENT No. 3,

Of expenses for repairs, from April 1st, 1842, to Nov 30th, 1842.

	Amount paid.	Amount due.	Total.
For assistant supervisor, foreman and laborers,	$22,182 02	$6,207 83	$28,389 85
For smith work,	363 95¾	45 00	408 95¾
For carpenter work and repairs to scales,	520 87¼	48 00	568 87
For lumber, cross ties, &c.,	1,023 13	79 26	1,102 39¼
For castings, chairs, &c.,	5,057 06	1,229 54	6,286 60
For miscellaneous, stationary and printing,	131 93		131 93
For hardware, tools, &c.,	159 37		159 37
	$29,438 34	$7,609 63	$37,047 97

STATEMENT No. 4,

Showing the amount due for repairs, April 1, 1842, and an estimate of the amount required for repairs for 1843.

Amount due for repairs, November 30, 1841, as per report of Joseph Mosher,		$41,602 77¾
Estimated expense from November 30, 1841, to April 1, 1842,		5,964 27
Amount due for repairs, November 30, 1841, as per report of Joseph Collins,		59,081 40
Estimated expense from November 30, 1841, to April 1, 1842,		5,964 27
Total amount due April 1, 1842,		$112,612 71¾
Deduct amount paid by present supervisor,	$8,899 44	
Deduct amount of certificates to Auditor General, agreeably to the provision of domestic creditor law,	40,678 71	
		49,578 15
Amount to be provided for by appropriation,		$63,034 56¾

Estimate of the cost of repairs for 1843, as follows:

Eighty-two miles ordinary repairs,	$36,600 00
Repair of bridges,	3,500 00
Cross ties and mud sills,	1,800 00
Water stations,	400 00
Castings,	4,500 00
Smith work, tools, &c.,	1,000 00
Miscellaneous,	500 00
Amount of appropriation required for 1843,	$48,300 00
Amount of appropriation required for debts contracted prior to April 1st, 1842,	$63,034 56

REPORT

OF

JOHN SNODGRASS,

SUPERINTENDENT OF MOTIVE POWER, AND SUPERVISOR OF REPAIRS, ON THE ALLEGHENY PORTAGE RAILROAD.

To the Hon. the Board of Canal Commissioners:

GENTLEMEN:—I respectfully submit to you the following report, pertaining to the motive power and repair departments on the Allegheny Portage railroad. In order to render the remarks I may make, as comprehensive as possible, I will arrange them under their proper captions.

The motive power department on this improvement has been conducted during the last year, on the most economical plan that suggested itself to my mind. Every curtailment of expenditure that could be effected, without injury to the efficiency of the department, was promptly made.

In my last statement to the Board, I asserted that the expenses of this department, for the past fiscal year, might be reduced at least $10,000. The result of my endeavors to accomplish this desirable object, has more than realized my anticipations.

The average annual expenditures for the years 1839, '40 and '41, amounted to $85,053 45, while for 1842, they amounted to $70,-427 23, showing a decrease of $14,626 22. This has been effected in the following manner: The workmen employed at the depots at Hollidaysburg and Johnstown, and at the stationary engines at the planes, with the exception of one man at each of the places mentioned, were dismissed on the 15th of December, 1841, and not re-engaged until the last of February, 1842. Those men, whose services were retained, received only one-half the salary paid them during the business season.

In addition to this, four locomotives were dispensed with, which, with other curtailments, caused the aforesaid decrease in the expenditures. I found that, by placing a certain number of mechanics in each of the depots, about the last of February, all the necessary

repairs could be made to the locomotives in time for the opening of the navigation. By a strict adherence to this course, the sum saved during the past year may be saved to the Commonwealth, annually.

On the 12th of December, 1841, the business of transportation ceased, and the road remained inactive from that period to the 7th of March following, and no interruption occurred from that time until the close of the fiscal year.

The reports of the collectors at Johnstown and Hollidaysburg, show that $77,971 18, have been received for motive power tolls, from which, if you deduct the expenses of the department, it will leave an excess in favor of the receipts of $7,543 95. I may also remark, that all claims against the department have been settled up to the close of the fiscal year, together with $7,271 80 on account of ropes.

Previous to the year 1841, specific appropriations were made by the Legislature for the purchase of ropes for the inclined planes.—A contract was entered into with Smith & Guthrie in 1841, for three new ropes, which cost $7,573 20, for which no appropriation was asked from the Legislature; and the sum of $6,771 80 has already been paid from the motive power fund.

Seven new hemp ropes were contracted for with the same firm, on the 2d of June, 1842. The contract has not yet been fulfilled, but I have every assurance that the ropes will be manufactured previous to the opening of the navigation in the spring.

In accordance with a resolution of the Board, a contract was entered into with John A. Roebling, Esq., for one wire rope for plane No. 3, which was placed on the plane and used for some time; but before its utility could be fully tested, it was perceived that the foundation of the machinery was entirely too defective to permit the result of the experiment to be fully ascertained. It was, therefore, taken off the plane and the hemp rope re-placed. It is intended, however, to repair the foundation thoroughly, and to alter the machinery in such manner as will render the operations of the wire cable more effective, and prevent it from slipping with any load which may be attached to it. Five hundred dollars have been paid on account of the wire cable, from the motive power fund, which, together with the amount paid on hemp ropes, makes up the sum of $7,271 80, as before stated.

There will be six new ropes required to be contracted for next season, if the wire rope answer the purpose at No. 3. But if it should not, it will be necessary to contract for seven.

There are, at the present time, 12 locomotives on the road, which, by being repaired when necessary, may be depended on to do the business, without purchasing any new ones for several years. For the present condition of the locomotives, I would refer you to the tabular statement giving that information.

The members of the Board are aware, that I have urged, time after time, in my annual reports, the policy of the Commonwealth's

placing trucks on the Allegheny Portage railroad for the transportation of section boats over this improvement. The last Legislature having passed an act, authorizing the Canal Commissioners to effect this desirable object; in compliance with the instructions of the Board, I have entered into contracts with responsible individuals for the construction of the requisite number of sets of trucks, both for this and the Columbia railroad. The trucks will be in readiness at the opening of the spring navigation, so that the Commonwealth will be prepared to reap the advantages of the system at the commencement of the approaching season.

The new boat plane, which is now being constructed at the head of the basin at Hollidaysburg, is progressing as rapidly as possible. It will be completed before the commencement of transportation over the road in the spring. The boat plane at Johnstown, which has been purchased by the Commonwealth, is in good order and prepared for business at any time.

I look upon the consummation of this project, as the most auspicious event that could have taken place for the interest of the improvements. I have not the least doubt, that the truck system will be attended by an important increase of revenue from this road and the public works generally. This will be effected, without the least additional burthen being placed upon the Commonwealth, as the revenue arising from the use of the trucks will undoubtedly be sufficient to pay all the expenses incurred in their construction, and bringing the system into successful operation.

I have commenced building two eight-wheeled passenger cars, together with the necessary number of smaller ones, and baggage cars, all of which, you may depend, will be in readiness at the opening of the navigation in the spring, for the purpose of enabling the State to convey all passengers over the road. It will devolve upon the Board, in order to carry the plan into operation, and to insure its complete success, without being an inconvenience to the transporters, to fix the amount of tolls that the companies will be required to pay on each through-passenger. I would suggest the propriety of charging $1 25 on each through-passenger, to be paid by the companies to the collectors of tolls, and applied to the motive power fund. By adopting this suggestion, a revenue will be realized sufficient to cover all the expenses arising from the adoption of the system and carrying it into effect. It would, likewise, be expedient for the Board to establish a rate of fare for way passengers, to be collected by the agent of the Commonwealth and paid over to the collectors.

The repair department was placed under my supervision in February last. At the commencement of the season, I resolved upon the adoption of a new system in the management of the department.—Heretofore the repairs had been kept up by men employed by the day, who were superintended by a supervisor and ten foremen. I felt convinced that it would be more economical to adopt the contract

system in making the repairs, which induced me to divide the road into sections and let them to good and responsible contractors, who were bound to maintain the superstructure and do all the necessary repairs, for a stipulated sum.

The whole amount of the expenses of the repair department for the year ending on the first of January, 1843, amounts to $23,-295 95½. I make out the statement up to that period, as the contracts entered into, do not terminate until the close of the year, when nothing will be left due or unpaid.

The road is at present in good order, and I feel confident if the same system be pursued, the expenditures for 1843, will be reduced nearly $5,000. At the time the making of repairs was let by contract, bidders were unacquainted with the actual expenses which caused good men to bid high. Now, that experience has shown the cost, it may be safely inferred that this will not occur again. If we take the average sum expended annually for the three years preceding the past, which amounts to $76,083 14, it will show a saving to the Commonwealth for one year alone, of $52,787 18; which is quite as much as I anticipated when the department was placed under my charge. By adding this curtailment to the saving in the motive power department, we will have the sum of $67,313 40, saved during the past year. Ten thousand dollars of the amount saved in the repair department can be accounted for as follows:—five men have necessarily been employed by the motive power department in working each of the planes. The repairs of the planes were kept up by the supervisor of repairs, until the last year, during which they were repaired by the hands employed in working the planes, at such times as there was but little business being done on the road. By pursuing this plan, the men were constantly engaged in a manner profitable to the State.

In order to show that the amount saved in the repair department for the year 1842, may be saved during every subsequent year, or as long as the iron railing will last; and for the purpose of satisfying every candid man who has any knowledge of the facts, I have carefully made out the following statement, containing an estimate of the expenses of the repair department for the year 1843, which I feel confident in assuring the Board, will not, in any case, be exceeded. All the materials will be furnished by contract, which I am convinced will result in a saving to the Commonwealth, similar to that which has attended the contract system generally.

For maintaining the superstructure of the road,	$10,000 00
12,000 ties, at 25 cents,	3,000 00
20,000 feet of white oak string timber, at 3 cents,	600 00
5,000 feet of white oak sheeve timber, at 2 cts.	100 00
10,000 feet 3in. hemlock plank, at 2 cents,	200 00
5,000 feet 3in. white oak plank, at 2½ cents,	125 00
5,000 feet 2in. white oak plank, at 1¾ cents,	87 50

For 5,000 feet 2in. pine plank, at 1½ cents,	75 00
Castings,	2,500 00
Iron, nails, &c.,	1,000 00
Smith work,	600 00
50,000 lap shingles, at $3 per m.,	150 00
Miscellaneous expenses,	1,562 50
Amount for repairs of 1843,	$20,000 00

From the above estimate, you will perceive that the expenses of 1843, will be $3,295 95 less than those of the past year. By strict economy and management, for the best interest of the State, this curtailment will not only continue for one year, but it can be effected for every subsequent year, until the iron railing will become useless or be worn out.

RESERVOIRS.

Having been appointed Superintendent of the Eastern and Western Reservoirs, it has only become necessary for me to disburse the funds, as set apart by the Board for the payment of contractors, the work having been suspended.

Would it not be advisable even in the present embarrassed condition of the monetary concerns of the country, to complete the reservoirs? A very large amount has already been expended on these improvements, which, being left in an unfinished state, are rapidly going into decay.

All the expensive part of the work has been finished—such as building foundation, putting in castings, &c., and little remains to be done, other than making embankments. Taking into consideration the amount the State might lose in one season, should the waters be as low as they have been during some former seasons, in this section of country, would it not be well for the Board to recommend the Legislature to take into consideration the policy of completing the reservoirs?

I stated in a former report, that the old debts due by the supervisor's department on this road, at the time it was placed under my charge, amounted to $82,550. I hope you will not fail to urge upon the Legislature the necessity of making some provisions for the speedy settlement of these claims. Many of those to whom the State is indebted have large families depending upon their daily labor for sustenance, and their services not being required on the road, they are in much need of the money due them by the Commonwealth. It has been ascertained that the check rolls for labor per-

formed, amount to about $40,000. If this could be paid, it would relieve many a destitute family.

The poor creditors of the Commonwealth along the road had lived in the hope of obtaining a portion of their claims on the 1st of November last, but at that time they were disappointed, there being no money in the Treasury to pay any part thereof. Would it not be in accordance with justice to pay the amount due for labor out of the first receipts of the Treasury? No portion of the community will suffer more from deferring the payment of the domestic creditors, than those who earn their livelihood by their daily labor.

All of which is respectfully submitted.

JNO. SNODGRASS, *Sup't.*

Statement showing a comparison between the Receipts and Expenditures of the Motive Power Department.

Amount of motive power tolls collected during the fiscal year, at Hollidaysburg,	$36,691 87	
Amount of motive power tolls collected during same time at Johnstown,	41,279 31	
		$77,971 18
Motive power expenses during the fiscal year, ending November 30th, 1842,		70,427 23
Excess of tolls over expenses,		$7,543 95

—

Statement showing a comparison between the Railroad Tolls, and the expenses of the Repair Department.

Amount of railroad tolls collected at Hollidaysburg,	$23,775 22	
Amount of railroad tolls collected at Johnstown,	22,512 00	
		$46,287 22
Expenses of repair department,		23,295 95
Excess in favor of railroad tolls,		$22,991 27

Excess of motive power tolls over expenses,	$7,543 95
do do railroad do do do	22,991 27
Excess of the whole receipts of the road over the whole expenses,	$30,535 22